

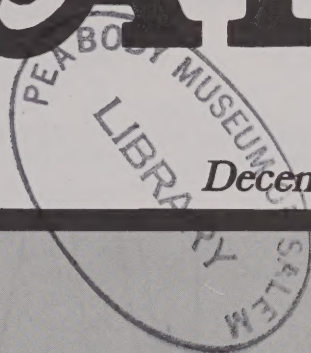


messing about in BOATS

Twice a Month!

Volume 7 ~ Number 15

December 15, 1989





messing about in BOATS

PUBLISHED TWICE A MONTH, 24
ISSUES A YEAR. SUBSCRIPTION
PRICE IS \$20 FOR 24 ISSUES.

ADDRESS: 29 BURLEY ST.
WENHAM, MA 01984
TEL: (508) 774-0906
PUBLISHER & EDITOR: BOB HICKS

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TION OF YOUR SUBSCRIPTION
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Our Next Issue...

How do I make up this list each issue, I've been asked. I just look at the pile of stuff and guess at what ones will get done. So I miss sometimes. But it all makes it sooner or later. The January 1st issue will have several more stories from readers on experiences in small boats on the water, a couple more interesting designs, a nostalgic look at women in boating back in 1897, three boatshop reports, reviews of three more good books. Not much on reader projects, pretty well caught up on that topic for the moment. So there's a sort of vague idea of what to expect. Gives me room to maneuver!

On the Cover...

Joe Zammarelli and his wife Roe left Rhode Island for Charleston, South Carolina two years ago in their 28' liveaboard sloop, little imagining they were on their way to a rendezvous with Hurricane Hugo. As you can see from the cover photo, they survived it. Joe tells us all about it in this issue.

Commentary

**BOB
HICKS**

Back in October, Peter Duff advertised in our classifieds that he was going to hold a nautical yard sale. As an incurable junkman, I just had to go, even though it's a two hour drive to Mattapoisett from here. I just love poking through interesting stuff. No, I don't do ordinary yard sales as I'm not into household goods and suburban castoffs. I have done old car flea markets and also vintage motorcycle flea markets as both hold a certain enchantment for me.

I've often wondered why there weren't any nautical flea markets that come to my attention. Once in a while a museum might hold an auction, but that's not quite the same. Interesting but not the same. Maybe I don't hear about nautical flea markets or yard sales because there aren't any, or they're well kept secrets.

Several years ago our small craft club in Salem, Massachusetts, decided we'd try a nautical flea market. I arranged use of a town owned lot in Wenham just a few miles from the very nautical north shore and we attracted about a dozen vendors with some interesting stuff. But not too many people came. More recently a friend organized such an event at his local yacht club (not a socialite sort of place) and hardly anyone came, with only three or four of us offering our junk for sale and virtually NO browsers.

Peter had better luck than this, but was still short of goodies with about a half-dozen vendors. Quite a few people turned up and the good stuff was soon gone. I loaded up with a bunch of bronze fittings, always good useful stuff for traditional boat nuts, and got a really neat old brass bilge pump in need of a new plunger seal, but otherwise a great period piece for my Townie project. Altogether I dropped about \$35 for a couple of hundred dollars worth of good bronze. After sandblasting and buffing in the shop, this stuff will be real attractive goods.

So I still wonder if my affliction is commonplace enough to attract a sufficient number of vendors and customers to a really well publicized nautical flea market? Many people I know seem to be interested in good bargain nautical gear, but is my circle one that reaches far and wide enough? I do meet so many other people who are strictly into buying the new gear. A friend who's on one of those

computer billboard loops says most of the messages that appear involve the subject of new this and new that for the boat.

One reader suggested we include a flea market in the Strawberry Banke Boatbuilders' Day event, but here I demur, because that event has a particular focus on small boatbuilders and I don't want to diffuse this with a lot of junk. But an event for just junk is another matter. What fun! If people would bring their junk.

In the December 1st issue, Jack Hurt talks about finding a good old make-and-break engine in a junk pile behind a Canadian country store ("An Old St. Lawrence Engine Goes Sailing"). He makes an important distinction between "junk" and "trash". The latter has no redeeming value, the former has wildly variable value depending on the viewpoint of the involved persons. One man's junk is another man's treasure sort of thing.

I think Spring would be a great time to have a big regional nautical flea market where people could bring their no longer needed gear and offer it for sale, paying only a modest charge for a spot for a tableful of stuff. Or a whole boat, or motor, or anything germane to boats. Spring is when hope springs anew for the new season and dormant projects get resurrected, often in haste, and you need things.

Anyone taking stuff to get rid of is probably kidding himself that he's actually cleaning out the shop, though, because it's likely he'll collect a new batch of junk to take home, stuff more immediately of use to him than the old stuff now obsolete in his life. It doesn't matter if later on some of the new stuff isn't ever used, it can be unloaded at another nautical flea market.

Well, maybe some of you might want to let me know your thoughts on this. If we could set up something of this sort, free public admission, small cost for vendor space to cover expense involved in acquiring the use of an appropriate location, would you support it? If enough interest is expressed in the next couple of months, we'll look into doing something of this sort. Peter Duff had the right idea, I feel, but his yard would get awfully small awfully fast if the idea caught on as I think it should.

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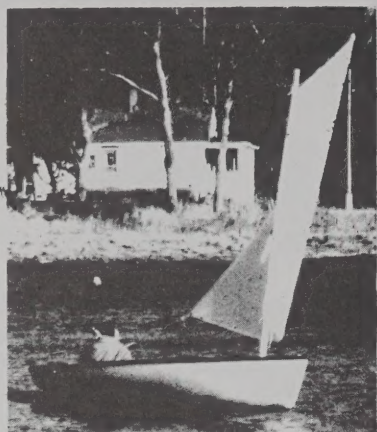
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(Illustration is from gift announcement cards which we have purchased from the Pine Tree Society for Handicapped Children, of Bath, ME.)

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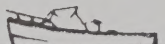
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PELICAN FLEET

I have organized Pelican Fleet VI of the International San Francisco Pelican Association for the Mid-Atlantic states. Originally there were only three of us S.F. Pelican owners three years ago here, but now we have over a dozen owners and builders from New England to the Carolinas and west to Michigan. We are continually seeking east coast Pelican owners and builders to join us, as we exist primarily as a communication channel for exchanging information on these boats. There is no membership fee involved.

I have been working with Muriel Short and Howard Mackey, editor of the "Pelican Post" newsletter on two booklets to be issued soon. One is on "Sailing and Handling", and the other is on "Outfitting". We believe both booklets will be quite valuable to Pelican-ers.

Because our membership is so widely scattered geographically, there is little opportunity for sailing meets, but we encourage members to meet with other Pelicaners in their localities. Interested persons are invited to contact me for further information.

Art Varley, 12 Blue Hen Ridge, Newark, DE 19711-2556,
(302) 368-0362.

SPIN-OFF GOODWILL

Have you ever wondered how much spin-off goodwill your journal generates? An example: Almost two years ago you published a picture of my sailing garvey that I had sent to you, and one reader, Milton Bond down on the Housatonic in Connecticut, reacted to this by calling me a couple of times over the past year. Recently he made it to Maine and stopped by in Augusta long enough to visit us and see my boat. The heavy rain restricted the viewing to peeking under the canvas cover and looking through my photo album, but we had a nice visit.

So, you see, your publication performed a social service. My experience has probably been repeated for many other readers also.

Harold Taylor, Augusta, ME.

Your Commentary

ABOUT "SUWANEE"

Imagine my pleasure and astonishment in seeing my "Suwanee" on the cover of the October 1st issue, and my further pleasure at the nice write up you gave the Shipyard Museum on its 25th Anniversary Boat Show.

You commented that an outing on the river in 1909 was not an exercise in adventure or speed in such a craft as "Suwanee". Let me tell you that "Suwanee" did about 26 miles per hour in 1909 with a four-cylinder, two-cycle engine and still does close to 30 miles per hour on her third engine in 80 years.

These long skinny displacement launches are often deceptively fast because they leave very little wash, and sometimes you have to run alongside some other planing type hull in order to have an adequate comparison. The drawback to this is that they are awfully wet in a cross wind as there are no chines to throw the water down. The club burgee on the stem is a telltale which enables you to turn into the wind when crossing a wake.

Robert Cox, Ft. Lauderdale, FL.

HARDLY SAILED THE HINCKLEY

Well, another year has gone by with "Boats". I never fail to read it all, the delightful soft touch. Thank you for attending to shows I never seem to make, for supporting the Cape Ann Rowing Club and the Gloucester "Adventure", free water access, and small boat builders.

At age 55 I bought a windsurfer this year and hardly sailed the old Hinckley all summer. Maybe I'll send you my experiences on learning to sail this fun and inexpensive craft.

Bob Smith, Rockport, MA.

CHARMING, GARRULOUS GENTLEMEN

The serials you've published recounting the cruise of those charming garrulous gentlemen from Provincetown to Bar Harbor ("Carter's Coast of New England") and the pilgrim in the paper canoe ("Voyage of the Paper Canoe") have been favorites of mine. Bishop, in particular, was so full of his environment and experiences and expressed them in so charming a Victorian manner. I do hope you find suitable successors to these chronicles.

Bob Booth, Middleburg, VA.

Rescue off Lincolnville

We were sailing on a close reach in our 19' Lightning last August 16th hoping to make it from Crow Cove on Isleboro past Spruce Head to Lincolnville Harbor. We were under full sail, and I now realize in hindsight that I should have reefed earlier when the wind and waves had started to build up. We were unable to clear Spruce Head on the tack we were on, and by the time we tacked over, winds had built to 30 knots ahead of the oncoming squall and it became impossible for me to control the boat, and over she went, turning turtle, 180 degrees.

Suddenly we were in the water in Penobscot Bay staring at each other without much to say. There was a strong current running out against a southwest wind. I persuaded my companion to stay with the boat, but we did grab some things that were floating around us while we clung to the upturned skeg. My companion was holding the food pack and another bag which soon got heavier as it waterlogged, while I held onto the rudder and tiller which had started to drift away. I scrambled up onto the bottom of the boat and sat up, holding onto the centerboard. She handed me the food bag. I offered her the tiller as a handle to grasp for climbing up where I was. Then our attention shifted to a 40' ketch which was heading towards us.

They were taking down sail as they approached. I waved my arms as I perched on the bottom of our boat and they immediately took notice of us, coming alongside and taking us onboard. They wrapped us in blankets and gave us some hot tea. We had not been in the water more than twenty minutes. They radioed the Coast Guard in Rockland and were informed that they'd be on their way to us immediately. The captain of the ketch had thought us a bit silly to be holding onto our bags and the rudder when our lives could be at stake, but we got them onboard his boat anyway. The entire crew onboard ministered to our recovery and we stayed with our upturned boat. The ketch was the "Aladdin" out of Connecticut, owned by the Ladd family. The oncoming storm was still building, the waves now very high and the sky darkening.

A lobster boat came by while we circled our upturned boat. The lobsterman called over to ask if we wanted help with our boat. "The Coast Guard will save you, but not your boat," he said. We agreed instantly. His name was Ken Weed and in addition to lobstering he also worked part time at a local shipyard.

The storm was getting really nasty when the Coast Guard arrived. We elected to go into Lincolnville

with the Coast Guard as the ketch was too big to make it to dockside in the conditions. Thanking the Ladd family for their help, we jumped aboard the Coast Guard craft and came in to the ferry landing at Lincolnville, where an ambulance awaited us.

While the medics with the ambulance checked our vital signs, Ken Weed, the lobsterman, was rescuing our boat. By this time he had been joined by Mike Hutchins, the Lincolnville harbormaster, and together in the now raging storm, they saved our Lightning by heaving a line around it (how, I'll never know) and tugging it upright.

The boat had been heavily stowed with gear because we had been camping on Warren Island (see "Boats", October 15, 1989, page 10). When it came upright, all our gear started popping out. The nylon bags with air pockets in them floated. The heavy stuff (including the outboard) went down. Much of our stuff had been in ziploc bags to keep out moisture, including our keys, credit cards, a VHF, camera, binoculars and walkie-talkie, all of which were saved. Ken did an amazing job of retrieving all this stuff. He even brought back our rudder, which we had left on "Aladdin". By the time we emerged from the ambulance, all signs okay, our bags and most of our gear were sitting on the dock and our boat was tied up securely with the dinghies. The mast was broken but we could save the sails and all the rigging, with help from Mike, who had towed it all in.

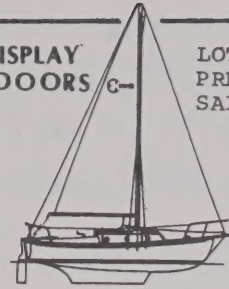
People had gathered on the dock to observe and they were very friendly and kind, offering to take us in, and get warmed. But, we had previously booked local motel rooms, so Ken drove us to our car parked in a lot on Rt. 173 by Rae's Store, and soon we were in hot showers in the motel. We draped the rooms with our wet clothing and gear. That evening we dined at the Lobster Pound. The waitress had seen us earlier coming off the dock and recognized us. She served up two extra large lobsters and said, "See, some nice things can happen too."

As we looked out over the bay, now calm in the golden light of sunset, we were so glad to be alive and were full of warm feelings for these good people of Lincolnville, who had responded with such amazing ability and consideration to our plight. We were especially grateful to Ken Wood and Mike Hutchins, the Ladd family of "Aladdin", the Coast Guardsmen and the paramedics, all of whom were so vital in this effort that saved our lives and our boat.

Allyn Bradford, Cambridge, MA.

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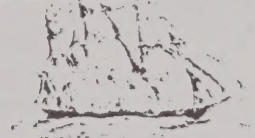
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HAPPENINGS

MAINE MARITIME MUSEUM WINTER PROGRAMS

The Maine Maritime Museum in
Bath, ME, offers the following win-
ter lectures and workshops:

December 28. "Navigation of
the Kennebec, Then and Now",
Capt. William Rich.

January 10. "A Low and a
High, All About Maine Weather".

January 16. "The People Who
Came to Settle the Kennebec".

January 20. "Recanvassing
Canoes", workshop with Rollin
Thurlow in the Apprenticeshop.

February 12. The Economic Im-
pact of the Kennebec, Then and
Now".

February 21. "A Sky Bristling
with Electrons".

February 21-22. "Marine Carv-
ing", workshop with Gregg Fisher
in the Apprenticeshop.

March 3. "Surveying" work-
shop with Sam Slaymaker in the
Apprenticeshop.

March 7. "A Trip to Remem-
ber".

March 13. "The Future of the
Kennebec".

March 21-22. "Half Hull Mod-
eling" workshop with Arno Day in
the Apprenticeshop.

April 14. "Caulking" workshop
with John Mariato in the Appren-
ticeshop.

April 18. "A View of the
Maine Coast as Seen by Her Art-
ists".

May 9. "A Trip Through the
Archives".

Continuing daily exhibits in-
clude the following: A Maritime
History of Maine; Family Fleets;
The Building of a Wooden Ship;
Lobstering and the Maine Coast.

The Museum is open daily
9:30-5 except on major holidays.
Details on the winter programs are
available on request from the Maine
Maritime Museum, 243 Washington
St., Bath, ME 04530, (207)
443-1316.

"PADDLESPOUT 1990"

The Jersey Paddler and Wild-
water Designs, in cooperation with
local paddling clubs, will host
"Paddlesport 1990" at the Ramada
Inn on Rt. 1 in Princeton, New
Jersey on Saturday, February 25th,
from 9:30 a.m. to 5 p.m. The
all-day affair offers something for
both novice and experienced pad-
dlers; equipment selection, trip
planning, water safety, latest de-
signs, ocean kayaking, river res-
cue, canoe repair, photography.
Paddling films and slide shows will
run continuously. Area dealers and
club representatives will also be in
attendance. Admission is \$5. In-
formation from the Jersey Paddler,
(201) 458-5777.

FROSTBITE REGATTA

The Sebago Canoe Club of
Brooklyn, NY, will host a frostbite
regatta on New Year's Day at 11
a.m. at the club, located on Paer-
degat Basin at the foot of Ave. N
in Brooklyn. Members, friends and
interested paddlers socialize and
some even go out for a paddle.
(718) 241-3683.

HANGOVER SPECIAL

The Rhode Island Canoe Asso-
ciation has a New Year's Day out-
ing planned for members, friends
and any other brave paddlers, to
paddle in the surf on First Beach
in Newport, RI, (or Second Beach
if conditions warrant). Full cold
weather gear is REQUIRED as you
WILL get wet. Noon is the time at
First Beach in Newport. Alan Au-
gust, (401) 725-3344.

12 WEEK CANOE BUILDING & RE- STORATION WORKSHOP

The Arts Center in Old Forge,
NY in the heart of the Adirondack
paddling country, is sponsoring a
12 week workshop run by area ca-
noe builder/restorer Mike Hanna of
Alder Creek Boatworks, which will
focus on building and restoring
traditional wood/canvas canoes.
Mike has arranged a flexible format
to work with the special interests
of participants. The workshop will
run every Saturday from January
6th through March 31st and Tues-
day evenings also. The Arts Cen-
ter, Box 1144, Old Forge, NY
13420, (315) 369-6411, 12-4 daily.

YACHTING SYMPOSIUM

Pre and Post War Yachting
will be the subject of Mystic Sea-
port's Third Annual Yachting His-
tory Symposium to take place
March 16-18. A special feature will
be Elizabeth Meyer's slide presenta-
tion on restoring her J-boat "En-
deavor II". Other speakers include
Jon Wilson, Stanley Rosenfeld,
John Rousmaniere, Lewellyn How-
land, John Rybovich and Bruce
Kirby. Contact Peter Vermilya,
Mystic Seaport, P.O. Box 6000,
Mystic, CT 06355-0990, (203)
572-0711, ext. 319.

SAFETY AT SEA SEMINAR

The United States Naval Acad-
emy Sailing Squadron and the Sail
Annapolis Committee of the Greater
Annapolis Chamber of Commerce will
host a Safety at Sea seminar March
31st and April 1st at the Naval
Academy in Annapolis, MD. This is
aimed at offshore sailors, experi-
enced or hopefuls. Tickets at \$40
will be available on January 15th.
Contact SAS Registration, Greater
Annapolis Chamber of Commerce, 6
Dock St., Annapolis, MD 21401,
(301) 268-7676.

LINESTAKING & DRAFTING WORKSHOPS

The Museum Small Craft Association will host a series of three-day workshops for persons interested in learning how to take off lines and draft them, in May, June and July. These begin at Mystic Seaport Museum May 11-13 and conclude at the Maniwitoc Maritime Museum in Wisconsin July 27-29, with other locations in Beaufort, NC; San Francisco, CA; Seattle, WA; and Thibodeau, LA. For detailed outline of the course program and locations, contact Paul Lipke, 4A Winslow St., Plymouth, MA 02360, (508) 747-0104.

DORY'S AT MYSTIC '90

The 1990 Small Craft Workshop at Mystic Seaport Museum, to be held the first weekend in June, will celebrate the coming of age of the annual gathering, its 21st anniversary, with attention on the work of John Gardner, in particular centered on the dory and its variants. Small Craft curator Ben Fuller asks, "How many Gardner boats can we gather together on the weekend of June 2-3, 1990? at Mystic Seaport? Owners and builders of dories of all sorts are invited to contact Ben Fuller, Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990.

NAVY YARD ROWING CENTER

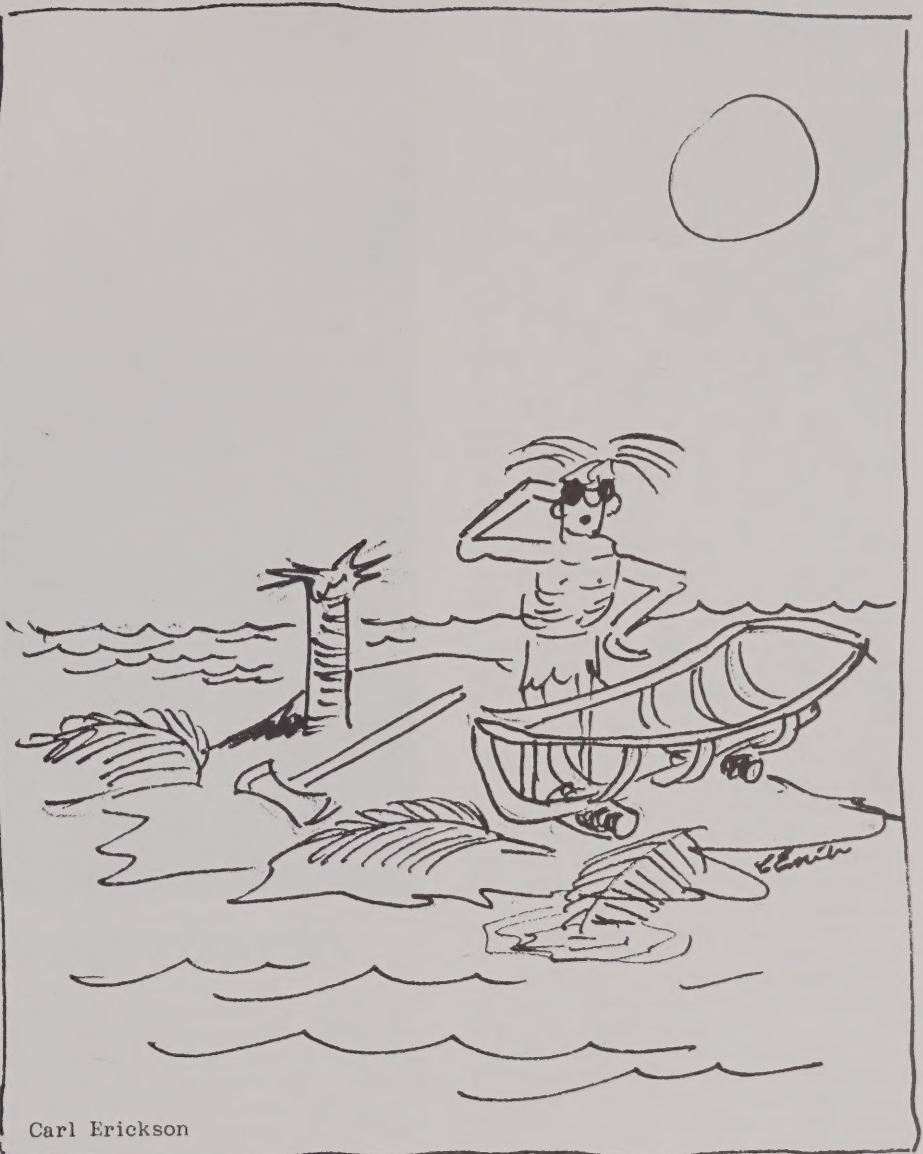
Ed McCabe of the Hull Lifesaving Museum's rowing group is busy organizing another rowing center at the old Navy Yard in Charlestown, MA. Undertaken by Hull's Museum people, the plan is to establish an independent rowing center for traditional rowing at the Navy Yard with heavy emphasis on inner city youth rowing programs. Interested rowers who might like to assist in this are invited to contact Ed McCabe, Hull Lifesaving Museum, Box 221, Hull, MA 02045, (617) 925-4826.

U.S. COAST GUARD SHIP MODEL EXHIBITION

The Custom House Museum in Newburyport, MA, has a 1990 exhibition planned of ship models of U.S. Coast Guard vessels, and interested ship modelers are invited to participate. Custom House Museum, 25 Water St., Newburyport, MA 01950, (508) 462-8681.

MARINE RELATED ART GALLERY

Upstairs at N.W. Barrett Gallery has opened with a selection of marine related art, including paintings, sculpture, drawings, wood engravings, fine art prints and museum quality ship models. They're at 53 Market St., Portsmouth, NH 03801, (603) 431-4262.



Carl Erickson



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THE BIG DECISION

It all started innocently enough. Halfway through a cheap bottle of burgundy we had the problems of the world solved when one of us had a bright idea.

"Hey, let's take the boat south next month!"

"Scuze me?"

How the rest of the conversation went, I have no idea. I do know that we polished off another bottle of wine, chablis this time, I think. I also remember going to bed with visions of Hell Gate and the New Jersey coast dancing in my head. The next day at work, I thought about our little talk. God, I wanted to go. I mean, come on, we'd been living aboard for eight years, day sailing on weekends. A trip down the coast would be a dream come true, but we had all those bills, and not much money. On by one I pried the vision's talons from my heart, then I called Roe.

"It's no go, right?"

"Well, I don't know, I mean, it's possible, but..."

"But we can't afford it."

"Yeah, I guess. It was fun thinking about it, though. Maybe we can go in the spring like we planned."

"Are you sure we can't go now?"

I felt one of those talons mercilessly sink into the second knuckle. "I don't know...maybe...I'll think about it and we can talk about it some more tonight."

For the next hour I juggled finances. I came to the conclusion that, if we sold our car, and we both could work six more weeks, we might, just might, be able to take our 28' Columbia sloop "Frabjous Day" down the ICW as far as Myrtle Beach (okay, so you can't get to Myrtle Beach from the ICW, we'd find out about that later). Anyway, I figured we'd only be a month behind on the bills, so we'd drop the hook and get jobs there. At the very least, we'd make it to Norfolk, Virginia. A smile spread across my face as a second, then a third, talon, pierced my heart. We were going!

"Hi, it's me. I just gave my notice, six weeks. We can do it. At least I think we can."

"You what? We can do it?"

"Well, yeah, I think so. It's too late now. Like I said, I gave my notice."

So it began. So it almost ended. My boss was out of town, so I'd given my notice to his boss. When my boss came back, he said that if I wanted to go, then I could go, like now! Ouch! I thanked him profusely for giving me the opportunity to start my trip early, then left his office wondering just how



Rendezvous with "Hugo"

the heck we were going to finance this little fiasco. Oh, well, I did have some vacation pay coming and it would be okay once we sold the car. You can see this coming, right?

It was a busy month. Even when you live aboard a well maintained boat, there are things that need doing in preparation for a trip like this. "Frabjous Day" had been hauled recently for her yearly hull maintenance. While she was out, I'd replaced the keel bolts, the last "big job" on my list. Structurally she was in terrific shape. The cosmetics could wait.

I started making lists: What was on the boat; what we needed; what we wanted; what was in storage; where it was going to go; and on and on. I realized early on that lack of money was going to be a very serious problem, but I stood up, squared my shoulders and looked the problem right in the eye...a serious mistake! So I then did the only logical thing, I ignored it. I decided to take another peek on October 3rd, then decide whether it was go or no go.

We dumped our winter clothes. We were going south, right? Spare parts came aboard by the carload. You'd have thought we were leaving planet earth. We had new hall-wards, new sheets, a man overboard pole, a life ring we'd picked off

the beach after "Hurricane Gloria" (hmmm... hope we'd have better luck than it's last owner). A safety harness, spare gas cans, spare water cans, cruising guides, tools, food and water all found their ways aboard. Accumulated junk left by the boxfull. Right up until the week before we left, we didn't have a motor. Then a friend decided to get a new one. Would we be interested in buying his old one? We had our engine!

By D-day we were a lean, mean, cruising machine, except for the junk sitting on the cabin sole, but never mind, it all got stowed eventually. Mom got custody of the checkbook with enough money for two month's bills, more or less. The car still hadn't sold, but it was sure to, any day now.

THE BIG DAY

We left Apponaug, Rhode Island, at 1550 on October 5, 1987. We made it as far as Dutch Harbor. It was just sunset and I remember how beautiful it was as I rowed the dog ashore, watching the moon over the Newport Bridge. Our first day's run was 13.5 nautical miles. Well, it was a start, anyway.

The next ten days found us bashing our way down Long Island Sound. The wind was mostly southwest. It was, for those not familiar with the geography, right on the

nose. It blew 15 to 25 knots with lots of stronger gusts. So it was motorsail and bash into it. Because of our extreme discomfort, it was a very expensive first leg. We tied up at marinas most nights and salved our bruised bodies with restaurant food.

All during this period, the Yamaha was running poorly, to the point where it would only run for about a half-hour at a time. Don't get me wrong, the Yamy was a great engine, but when it breaks, just try to find a dealer!. Eventually we found one in Stamford, Connecticut. We also found out how proximity to New York City could give one's pocketbook heart failure. Try 40 bucks a night, filthy heads, no restaurant, lousy section of town. This was where the boat show is and mega racers were everywhere. Go figure.

Anyway, on the plus side, we met a fellow named Jack aboard "Shaula". He drove me and the Yamy to the shop on his way to work. Since the mechanic was on duty and it was still early, he gave me a ride back to the marina. We never saw him again, but left a bottle of our own Rhode Island Sakonnet wine in "Shaula's cockpit. Later that day we hopped a train to Port Chester, called a cab, and loaded our hopefully (it was) healthy motor in the back.

THE BIG APPLE

We left Stamford at 0810 on October 15th. The wind and seas were calm. It was about 40 degrees and hazy. We (I) had agonized over the thought of going through Hell Gate. We pored over the chart, almanac, and tide and current tables. Motoring along that morning, I realized that we were going to be a couple of hours early, so we took a side trip around City Island. With apprehension, I then turned our bow toward the Throgs Neck Bridge. We were soon in the river proper, under the Bronx/Whitestone Bridge, past Riker's Island, around the corner, and then, and then...nothing. To quote our log, "Hell Gate, schmell gate!" We'd hit it at dead slack. Down the East River we went. People jogged within feet of us. We waved, some waved back. We'd made it to the Big Apple, yeehah!

The sun was setting now and my elation faded with the light. We weren't going to make it to Sandy Hook and if I were apprehensive about Hell Gate, I was downright paranoid about navigating my tiny boat through one of the world's busiest harbors in the dark. I checked the chart. We might, just might, be able to anchor behind the Statue of Liberty. The sun suddenly plunged below the horizon. That did it! We split the difference between Liberty and Ellis Islands and dropped the hook a hundred yards from shore in about ten feet of

water. After the obligatory dog walk (row?), we settled in the cockpit with steaming mugs of tea and oohed and aahd ourselves to sleep.

Logbooks tend to be succinct, but here goes: "Noisy and lots of swells, but the city and the Lady looked spectacular! Off our stern, the Verrazano Bridge looks like strings of blue opals, fiery! Abeam, Liberty's back, torch glowing, and lots of shipping, ferries, etc. Off our port bow, the Battery, World Trade Center, et al, all lit up. To starboard, Brooklyn. It was like something out of a movie and will remain one of the high points of our trip.

THE BIG OCEAN

Like I-95 at rush hour, the traffic converging on Sandy Hook seemed about as friendly. It was Saturday morning and that meant "party boat time". Fishing boats of all description from little Boston Whalers to huge "head boats" headed out into the Atlantic. We were being tossed left, right, and sideways, and I was getting grumpier by the minute. Suddenly a horrible grinding noise tore through the boat. I dove below. Roe called out that it was the anchor. I turned to ask her what she'd said, only to find the cockpit empty (just who was steering, anyway?). I climbed back into the cockpit just as the hook caught (good old Danforth) and we spun around into the wind. I called Roe back aft, realizing that she'd never be able to get the anchor up by herself. I made my way forwards, knelt on the bow and began pulling on the nylon rode. We had run the line to the limit, but, luckily, I'd tied the bitter end below (sometimes I do anticipate these things). I heaved on the line, the bow burying itself, and me, in every other wave. Foot by agonizing foot it came aboard. Eventually it was all back aboard, the anchor stowed and lashed (lashed...what a good idea. Some things I didn't anticipate). So ended the "Sandy Hook Incident", easily our worst anchorage.

My next nightmare now reared its ugly head, the Jersey coast. Does anybody know how many tanks and towers there are along the New Jersey coast? No? I didn't think so. We lost count too. Three boring days later found us at Cape May. We celebrated our fourteenth anniversary sipping Tattinger champagne (a bon voyage gift) and eating Campbell's chicken soup. Things were not looking good on the financial front.

THE BIG BAD BAY

We had read nothing good about Delaware Bay, but as we sailed out of the Cape May Canal, we thought we might have lucked out. The wind was out of the south at about 10 knots. It was hazy, 65

degrees and there was a one foot chop. We hit the Cohansy River at 1800. It was foggy now but we managed to find the range markers after a bit of looking.

It was raining and foggy when we left the Greenwich Boat Works the next morning. We approached the mouth of the river at about 0805. The bay was wall to wall white caps. It was blowing 20 to 30 knots out of the northwest. I looked at Roe, she shrugged, and we pushed "Frabjous Day's" nose out into the bay. After an hour of some of the scariest sailing I've ever experienced, we turned back. It took another hour to find the Cohansy again, but we managed. Back at the marina, we tidied up the boat, did the laundry, got supper and called it a day. We tried again the next day, but prudence prevailed. The wind had eased a bit but the bay still looked nasty. We anchored in the river's mouth, put the kettle on to boil and settled in with our books. The next morning the gods smiled. We awoke to 15 knot southwest winds and a one foot chop. Awright!

THE BIG BEAUTIFUL BAY

Like Dorothy going over the rainbow, our trip through the C&D Canal brought us to paradise. The Chesapeake was all we'd ever dreamed and more! The surrounding hills radiant with the colors of fall; creeks, coves, rivers; a thousand perfect anchorages; all combined to cast their irresistible spell on these all too willing sailors. We spent our first night in the Sassafrass River. Flocks of Canadian geese kept us company and, although they were driving Bunky, our two year old Westy, crazy, we loved it. Another night found us in a creek so narrow that I had trouble turning the boat around. We could almost reach out and touch the brilliantly colored leaves on the tree lined banks.

Annapolis was beautiful, quaint, historic, just wonderful. In spite of what the guide says, the anchorage was good, provided you have a fair sized anchor and some chain. The city docks are perfectly located in the heart of town. They're cheap. They have show-ers, also cheap. There are a couple of water taxis, so you've got your choice, tie up or anchor out.

A long rainy run down the bay brought us to Dun Cove, off the Choptank River. We shared the cove with two other boats. Two sides of the cove were pasture, the third was wooded, and down at the end were what looked like a couple of summer cottages. Who would have thought such a peaceful, bucolic setting could have the potential for life-threatening terror? Here's how it happened.

I said that it was raining. The wind had freshened and visibility was soon down to a few yards. After supper, Roe piled into

the dink with Bunky to row him the hundred or so feet to shore for his evening walk. It was about fifteen minutes later when a serious gust hit the boat. I popped out of the hatch with the spotlight. I scanned the shore...once, twice...I was making a third pass when I heard Roe scream. I swung the light toward the mouth of the cove. There was the dink being pushed out of the cove by the wind and chop! Roe was pulling frantically at the oars. In seconds the dink was through the surf over the barely submerged sand bar at the mouth of the cove and heading out into the bay!

The Yamy started on the first pull. I reached into the cabin for the sheath knife we keep just inside of the companionway. I yanked a fender from the cockpit locker and raced forward. Tying the fender to the anchor rode, I cut it, then dove for the cockpit. I put the motor in gear, spun the throttle to the max and leaned on the tiller in a desperate effort to keep from being blown ashore. I spun "Frabjous Day" around and headed down the cove. Visions of the twisting channel ran through my head. Clearing the bar and making my way into the Choptank in the rain and dark, and then finding the dink would be a real feat.

For one awful moment I lost sight of Roe, but then, yes, there she was on this side of the sand bar. Somehow she'd managed to clear the surf and was back in the cove, but I didn't know how long she'd be able to row against the wind and the waves. I reached inside the companionway and switched on the running lights and depth sounder. The orange flasher registered eight feet...six...seven...nine. I bore down on the cove at full throttle. Seven feet...six...six...thirty yards to go...five (we draw four and a half)...six...ten yards to go...five feet (shit!). I spun the boat around, figuring I'd drift down on to the dink. If the keel touched I'd be able to goose the Yamy and get off, I hoped.

"Frabjous Day's" stern nudged the dink. Roe and I scrambled for the painter. Somehow I managed to get a hand on it. I took a turn around a cleat and gave the outboard full throttle. For a long breathless moment we just wallowed there in the wind-blown waves, then slowly we began to move. The flasher read five feet ... five feet ... five six...seven ... seven (breath!). Roe climbed aboard and I gave her the tiller as I dug out one of the spare anchors. I dropped it near anchor #1 and cleated the rode, then I pulled the fender aboard and made the other rode fast. Back in the cockpit, Roe and I clung to each other for a long, long time, wet and shaking, oblivious to the rain.

THE BIG DITCH

After six hundred and some odd miles, we finally made it to Norfolk, Virginia, mile zero of the ICW. It was November 1st. We had run out of money a few days back. Mom wired us some. It kept us in instant oatmeal and gas for the next few weeks. And, no, the car still hadn't sold.

A week of motoring through canals and across bays brought us to Wrightsville Beach, North Carolina. The anchorage was perfect. Across the barrier beach was the Atlantic and we slept to the sound of surf almost every night. We stayed for about two weeks, doing nothing, walking the beach. Dolphins swam around "Frabjous Day" in the clear blue water. If we could have found work, we might still be there.

A week and a half of seemingly endless motoring brought us into Charleston, South Carolina. The only incident worth mentioning from those ten days was our first anchorage in South Carolina. It was so cold that we had to scrape frost off the boat ... off the inside! Thanksgiving Day, 1987, found us tied up at the Ashley Marina in one of the prettiest cities in the world. We were dead broke. All of the bills were past due, and, no, the car still hadn't sold.

We both managed to find work, though. So we were working stiff again, paying bills and playing tourist in the Holy City. As for our cruising plans, I don't know. We just opened a bottle of cheap burgundy, we'll see what develops. Anybody want to buy a car?

October 1989

STILL IN CHARLESTON

We're still in Charleston, what's left of it. You probably heard about Hugo, right? Well, we've lost "Frabjous Day". I was working a contract up in North Carolina. When I got back to Charleston-Friday afternoon after Hugo, the boat, our home, was gone. Fully two-thirds of the marina had just vanished with it. Of the hundred and fifty boats that had been in that missing two-thirds, about a dozen have been located. Otherwise, no flotsam, no jetsam, no debris, nothing, poof, gone! But Roe and I are both okay and both still have jobs so we're luckier than many here.

I guess it's time to find a new boat. I was hoping to find some disillusioned sailor who wanted out of boating and pick up something cheap. I did miss one like that, a really pretty 38 footer. It had been dismantled, but otherwise there was only cosmetic damage. The guy let it go for a song. Or maybe we'll buy a couple of kayaks. Yeah, that's the ticket!. I don't know, we'll wait a while, see what develops.

November 1989

STOP THE PRESSES!

Stop the presses! "Frabjous Day" has been found, salvaged, bug bombed, cleaned up and ready to be called "home" again. Now if only we had a marina!

A week or so ago we were out for a drive, just sort of poking around, when we spotted a couple of masts off in the back of a swamp. Well, just like you can recognize your wife from across the mall, even though you can't see her clearly (there's just something about the look of her), I knew one of them was "Frabjous Day". With a little bit of exploring, we managed to get within a quarter-mile or so of her. She looked to be okay, rig standing, still tied to her dock, or rather to a thirty foot chunk of it anyway. Between her and us was the swamp. She had fetched up on an embankment.

They're building a bridge here across the Ashley River and they've got this embankment with a lot of tracks on it for moving in stuff like steel and concrete and cranes. Cranes? Did somebody say cranes? Roe called the construction company the next morning. They said sure they'd move the boat. They'd have a crane down that way in a day or two and would see to it then. When asked how much is was going to cost (a friend paid, read my lips, \$11,000 to get his boat back) the guy asked if we were insured. Roe told him that we weren't. He then asked how much beer the trunk of our car would hold. Roe asked if he was serious. In reply he went on that they liked Bud, in cans please. Roe quickly agreed, smart girl. They took her out to the site later and she prowled around the boat, taking some things off.

When I came home that weekend from my work in North Carolina, we bummed a ride over with a friend. What a mess! Structurally she looked okay, but inside, PHEW! It looked like someone had pumped the contents of their cesspool into our boat and then gave it a good shake! Actually, upon closer investigation, we found that only the main cabin was like that. The head, hanging locker, forward cabin and cockpit lockers were all fairly clean. As for damage there were a couple of scratches and a couple of bent lifeline stanchions that I managed to straighten. I'll rebed them later, but so far they don't leak. Other than these things, she looked good, uh, except that there was a hole where the rudder should have been. It snapped clean off, gone. There was no damage to the surrounding glass or shaft tube. I say that Columbia built one tough boat! We took whatever we could carry with us when we left. Then we waited.

A couple of days later the call came. "Frabjous Day" was afloat. The marina, what's left of it, sent their launch over and towed her back. That weekend we cleaned her out. We gutted her, threw a lot of stuff away, mostly dishes and cooking stuff. "I'm sorry, I am NOT putting that fork in my mouth, no way! You could put it in an autoclave and I still would not go within ten feet of it, uh, uh!" We dumped all the food too. Otherwise, everything else was dirty, but salvageable.

The marina tied us at the end of a piece of dock remaining that required gymnastic abilities to get to. One dock had survived intact and there were a couple of empty slips there. I dropped the Yamy in the well, cranked her up, and we

putt-putted our way over, steering with the engine, which is another reason why I like outboard power on my boat.

As we were getting ready to leave for the day, I noticed that the topping lift, which is nicopressed to the backstay, was wrapped around the backstay a half dozen times. With its end securely clipped to the boom, it confused me for a minute until I noticed the mooshed cotter pins in the turnbuckle. In heavy air, if there's no sail up, the rig thrums, pulses. Well, Hugo certainly qualified as heavy air, and between the wind pressure and the pulsing, the turnbuckle just worked its way loose, cotter pins be damned.

The final tally shows we have some scratches, a lost rudder, and

a lost man-overboard pole and life ring. We threw out all the cooking things. Some of our clothing was ruined, but I had most of my stuff with me, clothes and computers, at my job out of state when Hugo struck. We've staked out our spot on the only intact dock. We've got no electricity or water but we'll manage. Manage, hell, we're damn lucky! They've only just begun pulling boats off the bottom of the river here. And it's a huge lift for Roe, she was devastated by the loss of the boat as she was convinced that she'd lost the boat. With me away in North Carolina at work, she'd had to prepare for Hugo alone.

Joe Zammarelli, Charleston, SC, November, 1989.



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Paddling in Ireland

A kayak cruise on the Royal Canal was one of my hoped for pleasures on a trip I took to Ireland last August. But the 90 mile canal, with its 47 locks, connecting Dublin with the River Shannon, after five remarkably dry and hot weeks, was low and choked with reeds in places. At a higher water level maybe it would have been useable, even inviting. The one lock I saw close at hand had been removed a week before and its massive timbers lay recumbent on the banking. A renovation of the canal is in progress.

Later, from a train window, I saw a dredge at work cleaning out the canal with a clamshell bucket. This is all aimed at expanding the possibilities for tourists who cruise the Shannon and its lakes in rented cabin cruisers, according to a retired Irish Tourist Board member I spoke with.

Another canal that connects Dublin with the Shannon is the Grand Canal, 83 miles long, with 44 locks, but I learned nothing about its condition. It goes more or less WSW from Dublin, whereas the Royal Canal's direction is about WNW from Dublin.

While I wasn't able to indulge in my planned paddling, I did learn of much useful guidance for anyone who might care to try this. There's a good little book, comparable to our A.M.C. Canoeing Guide, packed with gutsy information for canoeists and kayakers, called "The Guide To the Waterways of the British Isles" (it includes Ireland). It's published by the British Canoe Union, 26-29 Park Crescent, London, W1N4DT, and covers lakes, canals, rivers and some parts of the coastline.

Boating wasn't paramount in my plans for my three weeks in Ireland. I wanted to acquaint myself with the land and the people, particularly an area near Mulling-

ar, where some of my ancestors came from. I also wanted to do some walking in the mountains. As a result I acquired only a smattering of boating information. If you are thinking of a trip to Ireland, possibly some of this will be helpful.

The Irish Tourist Board, 757 Third Ave., New York, NY 10017, (212) 418-0800, has a canoeing and kayaking information sheet #28B giving a very helpful overview and some addresses for more information. They are very keen to help tourists to Ireland in any way possible and have much literature for advance planning.

Topographic maps, which the Irish and English call O.S. (Ordinance Survey) are obtainable at the better bookstores and at Shannon Airport and I think that convenience stores occasionally have them. They're 1/2" = 1 mile scale.

If you want to rent a cabin cruiser for a trip on the Shannon, Carrick-on-Shannon in County Leitrim is one place you can do so. They seem well set up for this and the town is a pleasant one.

There's also an Irish Canoe Union, the governing body of canoeing in Ireland, affiliated with the International Canoe Federation. Write The Secretary, Irish Canoe Union, 4/5 Eustace St., Dublin 2, Ireland.

A boating center 18 miles from Shannon Airport offers dinghy sailing, canoeing and other boating activities, as well as other outdoor pursuits, on Lough Derg, which is part of the River Shannon. I didn't get there. Shannonside Activity Centre, Twomilegate, Killaloe, County Clare, Ireland.

It's pleasant travelling in Ireland, the Irish are warm and friendly, open people, always ready to assist if need be, offer you a cup of tea, or stop to talk. They love to talk, they do.

Jim Casey, Newport, RI.

Seen in Donegal Town in County Donegal, these beautiful pulling boats. More than the photo I have not.



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Paddling on the Musica

I just got back from a trip to Baltimore and while there I spent some time paddling on the Musica River in the Jersey Pine Barrens, and made a return trip to two favorite places, Trussum Pond and the C & O Canal. The foliage was just at peak and it was really fantastic.

Mac McCarthy, Sarasota, FL



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DESIGNS & PROJECTS

The "Windward 15"



Slipping through a salt marsh channel conjures up images of Chesapeake sailing skiffs taking short cuts to reach markets with their fresh catch of crabs and oysters. The bay skiffs were shallow draft centerboard boats. The hulls were of solid chine construction providing stability for working over the sides. Structure was often massive with 6" x 6" hand hewn keelson. Sails were simple for one person to handle and surprisingly efficient on or off the wind. The bay skiffs were very popular and hundreds of them were built and worked on the water in days gone by.

Today the bay skiff offers desirable characteristics for pleasure sailing and I have incorporated these into my recent design, the

"Windward 15", offered for amateur construction. Simple rig, stable hull, shallow draft, are all present in this design; however alternative materials are now available for construction. Plywood and epoxy have become the favorite materials of amateur builders. The lines of the "Windward 15" are faired to minimize twist and compound curvature to make them well-suited for today's materials. Good looks need not be sacrificed in straight frame construction and the "Windward 15" is a good example of a boat with sweeping curves that eliminates the boxy look often associated with plywood boats.

The "Windward 15" construction is straightforward. The body plan can be laid out on a sheet of plywood and frames cut and assembled right there. When the permanent frames, transom and stem are cut they are set up on a simple building frame. The keel, chines and plywood sides and bottom are glued and fastened next. After the hull is together, it is taken off the building frame. The deck, centerboard case and trim are then installed. A moderate amount of finishing is next, followed by the two simple spars. Subtle details are included in the design that are easy to execute and will contribute to the character of the boat.

The "Windward 15" will reward those who build her. She'll turn many heads as she sails on her way to observe wildlife, or cruise with family and friends to one's destination, enjoying short cuts and side trips in the shallows as did her bay skiff predecessors.

Complete building plans for the "Windward 15" are \$45, a study plan is \$2.50. I will quote on building to order also. Karl Stambaugh, Windward Designs, 794 Creek View Rd., Severna Park, MD 21146, (301) 647-5869.

Strip Planking with Rob

I recently had the opportunity and the courage to enroll in a three-day strip-plank boat building course offered by the Brookfield Craft center at their S. Norwalk campus, taught by Maine boat builder Rob Lincoln of RKL Boats. I thought other readers would like to know what goes on in a workshop such as this, and also understand what I meant by having the "courage" to attend. Working alone on very personal projects (building a beautiful Nutshell pram was my biggest) I confess to having a certain insecure reluctance to join others in a "how-to" workshop environment. I could not be more pleased that I did it.

Rob Lincoln drove in with two fiberglass rowing boats on the top of his truck, and a large, bulky, heavily-wrapped bundle protruding from the rear. He explained that combining the delivery of boats with coming to teach a workshop really made the time commitment worthwhile. The class consisted of only four males, spanning the years of 23 to 51 in age. We hauled the bundle from Bob's truck into the ample, attractive studio space in the Brookfield "SoNo" facility and pulled off the plastic protection. Here was a 17' canoe just begun in the planking stage, perhaps six or seven planks up from the sheer line. All the forms were rigidly attached to a very solid (and heavy) strongback. Bob pointed out that the finished canoe would weigh only 55-60 pounds.

During the first morning, Bob, a self-confessed "rambler" as a lecturer, set us at ease with informal introductions and basic information about the strip plank process. He voiced considerable concern about his part in using up the world's supply of cedar and creating undisposable waste in excess fiberglass. He came across as a sincere, intelligent, environmentally concerned, talented young man.

In the first two days, we became adept at mixing epoxy and attaching strip after strip as the unfinished shape of the hull became more apparent. We all took turns at the various stations of the process to get first hand experience at the whole operation. By the end of the second day, we had planked in the entire hull in carefully chosen order determined by the color of the wood and our design solutions. We learned how to take difficult curves out of a plank with a hand plane. Along the center line of the bottom, we carefully planed pieces

Touring Rowing Shell?

Tom Colgan, a member of the U.S. Rowing Association's Recreational Rowing Committee, would like to hear about boats suitable for rowing tours, sliding seat types, especially a coxed double. This past August, Tom assisted his brother Chuck in conducting the first international rowing tour hosted by the U.S. Rowing Association, on the Concord and Merrimack Rivers. Participants included many Europeans, but American made single and double recreational shells were used. These proved to not be comfortable enough for 20

mile days and the 100 mile week.

Rowing tours are very popular in Europe where they use coxed doubles and coxed fours with sliding seats and watertight compartments bow and stern for food and gear. Tom feels such rowing tours can become as popular here as they are in Europe provided proper boats are used. If anyone has suggestions or knowledge about what boats would be best adapted for this type of rowing, contact Tom Colgan, 2304 Cherry Lane, Arden, DE 19810, (302) 475-7061.

to meet in an attractive herringbone pattern. The final plank, carefully shaped, slid perfectly into place in the late afternoon, revealing a wonderfully organic shape, quite rough to the touch, and almost crude at the stems.

Day three was magical. By lunch we had created outer stems by laminating layers of 1/8" mahogany around the sanded curve of the inner stem. Still, the form lay before us quite unfinished and crude. After lunch, we carried the canoe back out into the sunshine where the crisp fall air was blasting off the river. For three hours we took turns at the disc sander, bringing the surface, little by little, grade by grade, down to a perfectly smooth continuous curve in every direction. We ended our day by applying the first layer of resin to the wood and squeegeeing it to a smooth, flawless surface. At this point, the rich, warm tones of the wood leapt to life and we could clearly see the beauty of the "sculpture" we had had a part in creating.

I naively pointed out how fortunate we were for Bob to have a canoe completed to the point that the workshop participants could partake in this particular stage of construction. Bob's reproachful glance made me realize that, of course, this was all part of the careful preparation of an experienced giver of workshops.

We all parted in fine spirits agreeing to meet at next year's Boat Builders' Show at Strawberry Banke, some of us vowing to be there as exhibitors. The Brookfield Craft Center should be applauded for providing opportunity for such workshops and, particularly in my case as a teacher, for providing full scholarship to qualified "community educators". The whole experience was enriching and satisfying.

Bob Richardson, Simsbury, CT.

More About Sharpies

I am a sharpie nut and would like to know more about these particular boats. Last June, "Popular Mechanics" ran a cover picture from its June, 1914 issue featuring a small sharpie. Our library did not have the issue, so I obtained

this photocopy of the article direct from "Popular Mechanics". Perhaps some readers might care to enlarge on this subject?

David Carnell, 322 Pages Creek Dr., Wilmington, NC 28405.

POPULAR MECHANICS

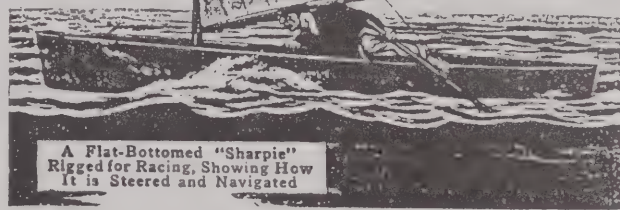
THE SIMPLEST POSSIBLE TYPE OF RACING "YACHT"

At many points on the Atlantic coast as well as in English bays and harbors, a popular sporting event is "yacht" racing with little flat-bottomed boats as the contending craft. For the true waterman there is almost as much sport in a race of this kind as in sailing a much larger vessel or even watching the big 90-footers compete for the "America's" cup.

Nothing could be simpler to build, rig and sail than these little boats, known in different sections by various names, such as "punt," "bateau" or "sharpie." Pointed at both ends, with sides 14 in. to 18 in. deep, they are ordinarily built about 14 ft. long and 3 to 4 ft. across at the widest part, amidships. Of course, such a craft is not designed for seaworthiness and is intended primarily for rowing in still, shallow waters, but rigged with a short mast and a spritsail, there is a fair degree of safety and much sport to be had even in fairly rough water. The certainty of a thorough wetting adds to the excitement.

It is not necessary to add anything to the equipment of the rowing "sharpie" to make a racing yacht out of it, except the mast and sail. Keels and rudders are considered superfluous by

the amateur sportsmen who pride themselves on their skill in handling these tiny craft. A short oar over the lee side, held firmly against the gunwale by the navigator's bare foot and manipulated by one hand, answers for steering as well as for a centerboard. The sheet leads directly from the boom to a cleat within easy reach of the one-man crew, who also serves as ballast, throwing

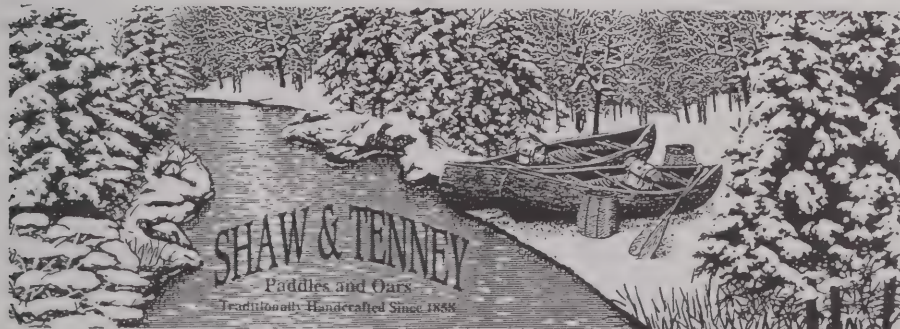


A Flat-Bottomed "Sharpie" Rigged for Racing, Showing How It is Steered and Navigated

his weight as far to windward as possible when "reaching" across the wind, and varying his position as necessary.

In a stiff breeze these little boats make surprising speed, and regattas in which sharpie racing is one of the principal events furnish much entertainment and not a few thrills, for spectators as well as for participants.

Nice Things for Paddlers



Shaw & Tenney up in Orono, Maine, have been in the paddle and oar business since 1858. The original families are long gone now, but Paul Reagan carries on today in the same old shop. He's added accessory items to the stock in trade, nice things for paddlers, like hand-split white ash pack

baskets, a canoe paddle rack, canoe seat backs, and a fancy new "Racine" paddle from 1926. These and other goodies are in Paul's latest mailer, and if you'd like a copy for yourself, ask him to send you one. Shaw & Tenney, P.O. Box 213, Orono, ME 04473, (207) 866-4867.

Simmons Sea Skiff Plans

I am also close to finishing plans and directions for the 20' Simmons Sea Skiff, a much larger boat than the 18' for which I prepared plans and building directions four years ago. The 20 footer was the ultimate development of the Simmons Sea Skiff as an ocean sportfisherman. Its seaworthiness is legendary and it performs outstandingly at low cost with low 50-70hp power. These new plans will be available from the New Hanover County Museum Foundation, 8214 Market St., Wilmington, NC 28401 for \$45. Study information is available for \$1.

David Carnell, Wilmington, NC.

Common Sense Abandoned

The basic rules governing my "Common Sense Boat Designs" are that all can be built at an amateur skill level, all are affordable to build and to keep, and all will be comfortable. Now, however, I have a new and very exciting design to offer that breaks all my rules. The only thing that made me abandon common sense in this instance is SPEED! Our newest design, the CS-24, offers SPEED, great gobs of it!

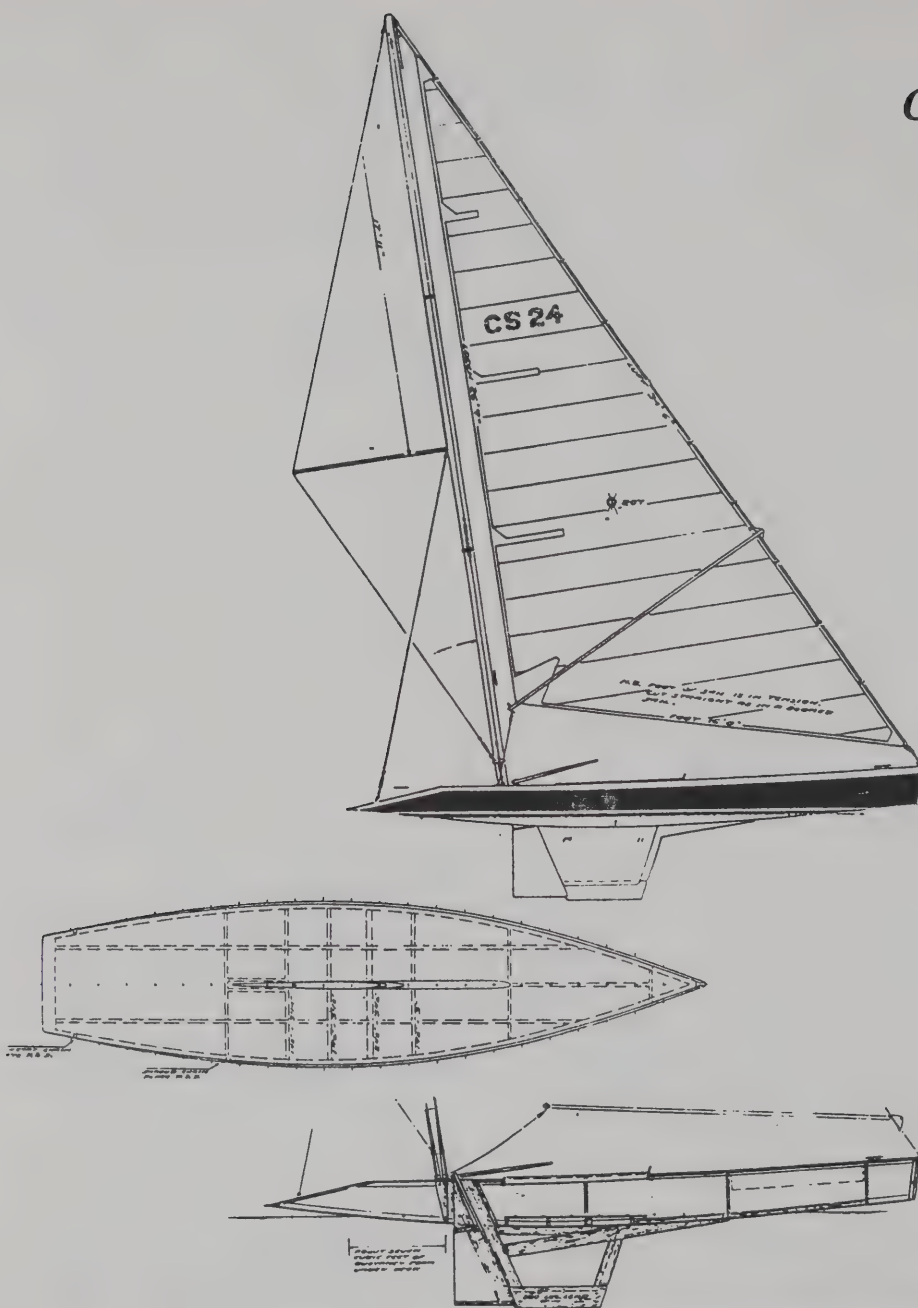
A talented beginner could build this boat, but it is significantly harder to build than our other designs. Because of its rigging, this boat will be more expensive to build than our other designs. And this boat will require more athletic ability to sail than our other designs.

The CS-24 not only looks fast, it is fast. It's fast enough to make catamaran owners sit up and take notice. The design was commissioned, and the boat built and tested by C.S. Boat Works in Florida to be a J-boat killer that a small boat shop could make a reputation with. During testing, the boat accelerated so quickly in puffs that water spurted out the top of the seven-knot water pressure knot-meter they were using. But, the boat was too radical for the good old consumer boat buying public, unfortunate for C.S. Boatworks, but fortunate for us. I guess this means we fall outside that mainstream "norm".

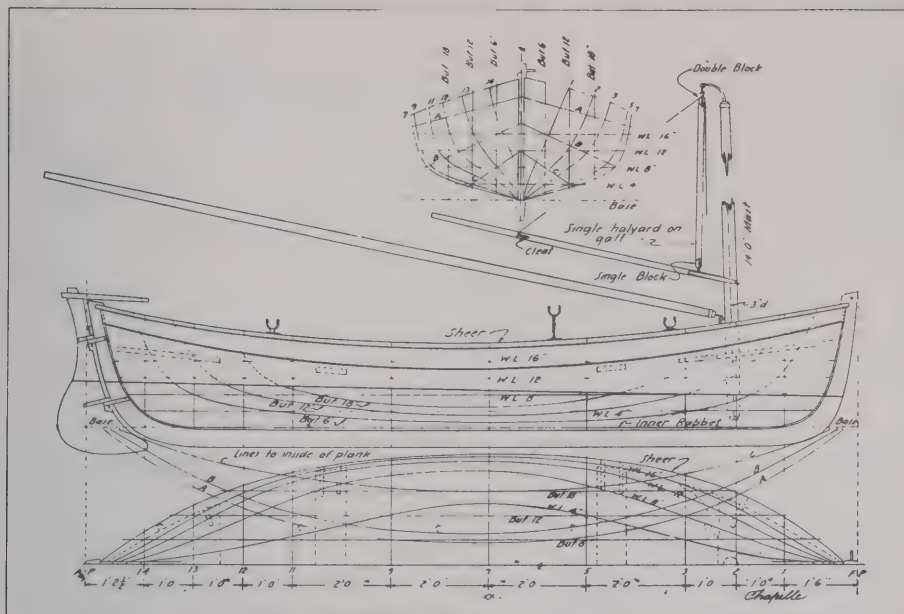
If you are willing to abandon common sense with me in this instance, let's look at why this boat is so fast. First, the long narrow flat bottom with deep ballasted keel makes a powerful and very fast hull. But it is the incredibly advanced rig that makes the CS-24 more than just another run-of-the-mill go fast boat. With the eddy caused by the mast eliminated, the luff is free to allow the sail to form a perfectly curved plane, something even the Wright brothers knew gave the greatest possible lift. Because of the geometry of the sail's relationship to the hull, it produces not only much more power but also lift on the hull itself. This effectively reduces displacement and the lighter the boat, the faster it goes. To increase performance, add lightness!

So, I ask, is being a little harder to build or a little more expensive to rig too big a price to pay for head-snapping acceleration and the ability to beat most any sailing craft around? I am offering the plans for the CS-24 at \$55.

Bernie Wolfard, Common Sense Boat Designs, P.O. Box 91429, Portland, OR 97291-0429.



Two Ways to Build a Peapod



Two very different methods of constructing the traditional peapod boat are currently being used in the Apprenticeship. The side by side projects demonstrate how boat building techniques have evolved, and contrast these techniques of boat building.

The peapod, a traditional double-ended open boat believed to be indigenous to the Maine coast, ranges from 12' to 17', and is built either with carvel or lapstrake planking.

While most boats at the Apprenticeship are built by the typical method of lofting, molding, and framing out the boat, the older, more traditional method of cold framing has not been used before, and its resurgence is the result of research by two apprentices. The cold framed method is older and simpler, but requires a more practiced eye as to what a fair shape should be.

The lines for the cold frame peapod come from drawings from Howard Chapelle's "American Small Sailing Craft", and it is referred to in the book as the "Jonesport Peapod". It will be built with carvel planking, and finished with a sailing rig.

The two apprentices working on this project, David Olderman and John Jackson, have been doing research with some builders who are familiar with this method or who remember those who did use it.

They have learned that the old time boatbuilders worked from a shape, sometimes recorded in the form of a half model or sometimes just as described to them by their fathers and grandfathers.

This boat will be built by prebending oak frames to one of several general shapes, setting them up on the keel and pulling the frames open or pushing them together to achieve the shape needed at the given location.

The bent frames will be held together by the sheer planks and by the seat riser and thwarts. By using the planking and interior parts of the boat to hold the shape together while building, rather than using molds or ribbands which must be taken out after framing, the building process is speeded up as there are no wasted steps. This cold frame peapod will be available in the spring of 1990.

The lines for the second peapod were taken from an older boat that was recently restored in the shop. When the restoration was completed, the boat's fine lines were recognized, and the apprentices decided to build a replica using the modern technique.

The modern, more commonly used method at the Apprenticeship entails lofting the boat's lines, building molds, wrapping ribbands around the molds, and framing out the boat from there.

Xavier Agote, the apprentice working on this boat, spent many hours in the drafting room fairing up the lines and modifying them to accommodate a centerboard, rudder and small sail. He also built a half model to better judge the fairness of the lines. This second peapod has already been sold.

Peter Arenstam, Instructor, The Maine Maritime Museum Apprenticeship, 243 Washington St., Bath, ME, 04530.

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Write to us at:

Wooden Canoe Heritage Association
c/o Edward Cumming
38 Indian Meadow Dr.
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Carolinian Canoes

Greetings from the northern Marianas Islands. I am now living and working on Tinian, three miles south of Saipan and about 100 miles north of Guam. As you can imagine, there's a lot of boating that goes on here, but everything is pretty much up-to-date and modern, motorboats here on Tinian, sailboats on Saipan and Guam.

I enclose newspaper clippings about a local effort to preserve the old ways, though. The Satawalese mentioned in the articles sail their outrigger canoes from Satawal to

Saipan every year, about 600 miles, without using any modern navigational aids. The navigators use star tracks, types and directions of waves, ocean currents, cloud formations, migrating birds, and even schools of fish, as directional indicators. They start to learn this navigation at age four or five and take many years to become expert at it. The renowned navigator, Pius Pailug, mentioned in the clippings, has sailed all over the Pacific, thousands of miles between landfalls. He can sail to places

he's never been because he learned the routes from his father and grandfather. These routes have been passed along generation after generation, and even if nobody has sailed one for several hundred years, the knowledge is still there!

If any readers wish to pursue this subject in greater detail, they should read "The Last Navigator" by Steven Thomas; "Song for Satawal" and "The Starship and the Canoe" by Kenneth Brown.

George Baldwin, San Jose, Tinian, Marianus.

Saipan youth help build canoe

By WES GOODMAN

Daily News Staff

Children from Chalan Kanoa are spending some of their summer vacation helping a group of Satawalese sailors in their village build a traditional sailing canoe.

Craftsmen working on the canoe say they enjoy the help from the young Saipanese because the project is part of an effort to pass on Carolinian customs.

"The whole thing is to continue to motivate the teaching of our traditions, the Carolinian culture," said Lino Olopai, a sailor working on the canoe.

Saipan Carolinians trace their ancestry to Satawal and the outer islands of Truk. Carolinians set off for Saipan in sailing canoes like the one under construction hundreds of years ago when a typhoon swept through their low-lying islands.

In May, 13 Satawalese sailed to Saipan from the Yap outer island to restore the canoe, originally built in 1976. Traditional Carolinian sailors travel in canoes without the aid of modern navigational instruments.

The expedition was led by world-renowned navigator Pius "Mau" Pailug, who heads the canoe-building project and is teaching a class on Micronesian navigation at Northern Marianas College.

The group brought a second canoe as a gift for the Saipan Carolinians from Satawal. Olopai said young Carolinians often go sailing with the Satawalese sailors to learn to use the

vessel.

Olopai, who is at the site to interpret and explain the restoration process, said the canoe is being made only with local materials.

The canoe is made from the breadfruit tree, and the sail is woven pandanus, he said.

Rope is made from coconut fiber and breadfruit sap is used as glue.

Olopai said the project has several purposes.

"At the end we expect to have some teaching materials for our local children and some videos on the whole restoration process, so it's an educational thing," Olopai said.

"Through the restoration of this project, we hope that our traditional way of teaching will continue to be passed to those that are interested, especially the Carolinian community on the island," he said.

When the canoe is finished, the Historical Preservation Office will find a place to display the vessel, he said.

The canoe-building project is sponsored by the Historic Preservation Office, Commonwealth Council for Arts and Culture, Public School System, Northern Marianas College and Office of Carolinian Affairs.

Olopai invited residents to visit the workshop, south of the Pacific Gardenia Hotel in Chalan Kanoa, during the day to watch the craftsmen at work.

The arts council is arranging sessions for the public to view the craftsmen at work. Interested viewers can call 322-9983 to register.



Wes Goodman / Daily News Staff

Lino Olopai, who is helping build a Carolinian sailing canoe in Chalan Kanoa south of the Pacific Gardenia Hotel, explains how the vessel is made only with local materials.

AUTHOR'S NOTE:

Another good book about traditional Pacific navigators is "We The Navigators" by David Lewis, published by the University of Hawaii Press, Honolulu, ISBN 0-8248-0394-9, first edition 1972, last edition 1989.

Navigator Supervises Canoe Restoration



by Fermin Meriang

Officials from the Historical Preservation Office (HPO) presented a \$9,000. check to Satawal navigator Mau Pialug as payment for work Pialug did to restore a traditional canoe that belongs to HPO, CNMI in a ceremony at the Chalan Kanoa Carolinian Utu Friday morning.

Jess Pangelinan, CNMI's HPO Director, presented the check to Pialug and his crew and thanked them for the eight week project to restore the only traditional canoe that HPO is charged with maintaining.

Pialug is a master navigator who is famous for sailing the Pacific, using only traditional

navigation. He has been on Saipan since March and taught navigation classes at the Northern Marianas College this summer.

The canoe was originally built in 1975 in Puluwat, an outer island of Truk, intended to take part of the United States Bicentennial Celebration in 1976. The canoe was never delivered because of transportation difficulties. The canoe was taken to Guam, restored and eventually brought to HPO here via a ship.

It measures about 26 feet and is capable of carrying a crew of eight with provisions for a two week trip, according to Lino Olopai, Spokesman for

the Satawalese.

Olopai explained that all the materials used in the restoration were brought to Saipan on two similar canoes that Pialug and another navigator sailed here in March.

The materials included several different types of wood, coconut fiber ropes, and a pandanus made sail.

Pangelinan said that while his office was in charge of financing the restoration, the office of Commonwealth Council for Arts and Culture and the Public School System were charged with the documentation of the restoration process. The office of the Carolinian Affairs

provided housing and food for the workers.

Olopai explained that the canoe is built from breadfruit logs. The wood is cut into large planks and are stacked on top of each other. Then the planks are lashed together with coconut fiber ropes, and holes are sealed with a seal made from lime.

Olopai added that the red, black, and white paint used on the canoe are traditional Satawalese colors. "The three colors have always been used in traditional painting. The black comes from the ashes of burned coconut husks, the white from lime and red from clay. Before the introduction of modern paint, these were the only colors that could be made locally," he said.

Pialug was in charge of overseeing the project from beginning to end.

Olopai said that the skills Pialug possesses on traditional navigation need to be passed on to the younger generation and that is why he accepted a teaching offer at the college.

Pangelinan said that HPO will decide soon what to do with the canoe now that it has been restored.

Pialug and his sailors are tentatively scheduled to leave for Satawal in November. According to Olopai, the crew is anxious to return to family and friends after the extended stay here.

They will be making periodical trips to Saipan to visit friends. Olopai said that a one way voyage for the 500 mile trip takes an average of five days.

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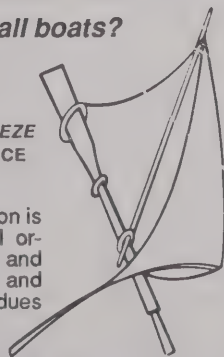
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"DIFFERENT WATERFRONTS"

Peter Spectre's collection of articles from bygone issues of "Wooden Boat" magazine is out, published by the Harpswell Press. Even though I've read all the stories in the book when they appeared in "Wooden Boat", the re-reading was again a pleasure, for Peter's writing is so well done. Even though he's served a stint as editor of "Wooden Boat", he's really a writer (the two are not necessarily the same).

The 242 page hardcover book has nineteen stories in it, with a lovely dust jacket illustration by artist William Gilkerson of Peter and his wife rowing on the Thames. Peter got hooked on the wooden boat scene in England and several of the stories in the book are on that topic. There are stories like "The Legacy of Howard I. Chappelle", and "John Gardner in his Own Words", paying homage to the gurus of the wooden boat revival, but I like the ones involving more ordinary wooden boat folks (if there are such people as "ordinary" wooden boaters), and my favorite is "Welcome to Hard Times", Peter's interview of boatbuilder Dean Stephens. Somehow Stephens gets out the intensity of the desire to keep on working on wooden boats even midst his chronicle of financial hard times that go on from the Great Depression right up to today for someone trying to do this on his own.

The interview of Melbourne Smith provides an alternative view, here's a man who was ready to try anything in wooden boatbuilding and the "Pride of Baltimore" became one of his more outstanding efforts. A visit with ultra-low-key Tom Hill of ultra-light-canoe building, and the two older canoe builders of Vermont, Carl Bausch and Ed Sturgis, who were his men-

WINTER READING



tors, is an insight into how a technique of building small craft evolves. "The \$15,000 Whitehall" is Gary Weisenburger's story of trying to do it first class and what it should cost for the resulting craft.

Peter wraps up the book with "Ten Years After", originally published in "Wooden Boat's" tenth anniversary issue in 1984. It's a pretty good insight into Jon Wilson's achievement, a would-be wooden boat builder living in near poverty whose dream of a proper magazine for his beloved craft be-

came a major influence on the wooden boat revival. The fact that Peter's first awareness of Wilson, coming when Peter was employed in a Camden publishing firm back in 1974, was of "some scraggle-headed long haired tepee dweller Down East from here who was going to sell his boat and hook his tire jack so he could start a magazine about wooden boats", sets the tone of this story. Peter became drawn into Wilson's world and ended up as editor of "Wooden Boat" after its early free living, almost commune type existence had been overtaken by a more modern sophistication and businesslike manner.

Peter finally had enough of being an editor, he was still really much more of a writer, so a couple of years ago he gave up that administrative role to go back to freelance writing with a couple of commissioned relationships to provide underlying economic security, with "Wooden Boat" and "Down East". And this book is one result of his increased freedom. If you've already read all these stories and don't feel you want to read them all again, it's a great book to give to friends who may not quite understand your own absorption with the mystique of wooden boats. One need not be an aficionado to appreciate the subject in Spectre's words.

You can order your copy directly from Peter, and I'd guess he'd be happy to autograph it for you, for \$22.95 plus \$1 for shipping. Peter Spectre, Compass Rose, RR 1 Box 4988, Camden, ME 04843.

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THE FIRST CALENDAR

Leading the pack in this year in the annual calendar fleet arrival here is the big colorful Mystic Seaport production, a 14"x21" spectacular with those gorgeous color photos Mystic seems to have so many of, and lots of room in each date box for making notes of appointments. As many times as I've been to Mystic, and realizing that the serious maritime museum there is overlaid with this theme park atmosphere, I still cannot resist the dreams that the photos of nice old boats seem to instigate. You can order one out for \$8.95 (probably plus postage), I'd guess from the Mystic Seaport Museum Stores, Inc., Mystic, CT 06355. Toll free credit card number is 1-800-248-1066.

Some Club Newsletters...

We have exchange agreements with a number of other nautical publications, including various club

newsletters, and a couple of recent issues we've received deserve some mention here.

"THE ASH BREEZE"

"The Ash Breeze" is the quarterly newsletter of the Traditional Small Craft Association, and has had an up and down history over the eleven years it's been published for members. This year Ken Steinmetz of Seaford, New York, is the editor, following upon Ralph Notaristefano's resignation. Ralph had revived the somewhat moribund periodical and now Ken has brought it to new standards. Not a surprise to me, knowing Ken's meticulousness in his wooden boat building. The 24 page Fall 1989 issue is pretty impressive, very good reading on a variety of traditional small craft topics, with nice layout and typesetting by Marty King of Lincolnville, Maine. Marty and her husband Sam did the "Breeze" a number of years ago, and now she's back on the production end. "The Ash Breeze" is mailed to members of the TSCA, paid for in part by their \$15 annual membership dues. If this group sounds interesting to you, inquire for membership information from the Traditional Small Craft Association, P.O. Box 350, Mystic, CT 06355. Perhaps Ken might have a few extra copies leftover for samples to prospective members, you could ask him. Ken Steinmetz, 3720 Ocean Ave., Seaford, NY 11783, (516) 826-8116.

"THE RECREATIONAL CANOEIST"

"The Recreational Canoeist" is the quarterly newsletter of the Metropolitan Canoe and Kayak Club of Brooklyn, New York. It's always been jammed with detailed information on club events, training programs, and member stories and comments, but with the October-November-December, 1989, issue, a much improved format has been adopted by new editor Ralph Diaz. Ralph has organized the contents into various topical sections, and adopted justified typesetting and created an easier-to-read publication of 24 pages. Circulation goes to members of this club, and details on membership, and possibly a sample copy of "The Recreational Canoeist" can be obtained from the Metropolitan Canoe & Kayak Club, Inc., P.O. Box 021868, Brooklyn, NY 11202-0040.

THE PAPER BOATER RETURNS

For those enamored of paper boats (especially since reading Bishop's "Voyage of the Paper Canoe"), the now and again newsletter for paper boat enthusiasts entitled appropriately enough, "The Paper Boater", is back again, edited and published by Ken Cupery, 139

Roosevelt Rd., Rochester, NY 14618. The Fall 1989 issue includes a list of published works on the subject and is well worth requesting for this alone if you're interested.

"THE CURRENT"

Issue #12 of the Connecticut River Oar & Paddle Club newsletter, "The Current" arrived just as I was typing up these reviews so I thought I'd mention this effort also. While it's not up to the prior two club publications in scope or format, it's the product of a very small group of paddling and rowing enthusiasts and carries a message of enthusiasm for enjoying human powered boating. Its 12 pages are copy machine reproduced with type-written copy and photos of typical copy machine quality. A pretty good effort on an obviously very small budget by editor Mary Cucinotta and layout man Rick Persson. You can learn more about this group and its activities by contacting the Connecticut River Oar & Paddle Club, 18 Riverside Ave., Old Saybrook, CT 06475, (203) 388-2343.

"ISLAND NEWS"

"Island News" is the quarterly newsletter of the Island Institute of Rockland, Maine, an association of concerned persons and organizations devoted to the well being of island life on the Maine coast. Our recent report on the Maine Island Trail ("Boats", October 15, 1989) covered just one aspect of this group's overall focus. The 16 page "Island News" is an oversize ("Life" magazine size) professionally done effort. Much of its news is of social and economic subjects relevant to island life, but boating is inextricably involved and if you have an interest in the Maine coast as a small boater, you might want to know more about the Island Institute. Direct inquiries to the Island Institute, 60 Ocean St., Rockland, ME 04841, (207) 594-9209.

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"MAINE BOATS & HARBORS"

Moving on from the "Island News" we come to John Hanson's handsome "Downeast" look-alike, "Maine Boats & Harbors". Volume 2, Number 4 of this quarterly periodical just arrived and its very nice indeed. Just as in "Downeast", John goes for lots of great color photos and articles extolling the delights of the Maine coast. But John's emphasis is coastal entirely, and with much to do on boats. His other job as ad manager for "Wooden Boat" obviously paved the way for the proliferation of major advertising, the majority related to boating needs, that fills the magazine. Subscription rate is \$14.50 a year for four issues (the Autumn 1989 issue had 64 pages) of a slick, colorful and entertaining read for Maine-o-philes. Maybe he sends out free samples? Try if you like. Maine Boats & Harbors, P.O. Box 758, Camden, ME 04843, (207) 236-8622.

"SEA HISTORY"

"Sea History" is the quarterly journal of the National Maritime Historical Society of Croton, New York, (it also serves the World Ship Trust) and normally concerns itself with chronicling the past and present of historic ships and their preservation. A bit scholarly and very solidly written, it's no consumer publication. The Autumn, 1989 issue is different though. It's devoted to the "Small Craft Rediscovery", and has some very good stuff on the subject with a great cover shot of a Puget Sound eight-oared pulling boat. The articles are written by the people involved, who know what they're writing about. It's interesting to note the juxtaposition of that Puget Sound pulling boat on the front cover with the largest American oil tanker pictured on the back in the Masters, Mates & Pilots full cover color advertisement. It's there because these working ship people support the NMHS by buying the ad space. After seeing this issue, you might want to join in such support. You can buy a copy for \$3.75, or join the NMHS for a \$25 annual fee and ask to begin with the Autumn, 1989 issue. The National Maritime Historical Society is located at 132 Maple St., Croton-on-Hudson, NY 10520, (914) 271-2177.

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My Arctic Adventure ~2

Report by Gail Ferris

The arctic is not an easy environment to adapt to and it is not unusual to find the bones of someone who did not survive. A major competence that the eskimo has is the ability to figure out how to repair or replace a broken item with minimal materials available. The patience to wait out foul weather, rather than take unnecessary risks fighting it is another eskimo survival habit.

Dealing with arctic conditions is a bit like a great game of chess, only the variables pose tougher potential results than the average person who feels he can take care of himself expects. Again, the eskimo has a habit of leaving himself several options for any unexpected developments, bad weather, sickness, injury. Most importantly, the eskimo has no false "macho" self image to present and does not feel ashamed to admit to a problem that prevents travel at the moment. Instead, he waits until he has resolved the problem and when the time is right, he moves on.

Knowing as much as I do about the effect the weather and nearby coastal topography has on paddling conditions from my prior experience, I was unfamiliar with the signs of arctic weather. I did not know the cloud formations which presaged high winds in the arctic, for instance. I was fortunate to be given some invaluable advice on this subject, cloud formations, wind directions, barometric pressures, and how to make my own meaningful meteorological observations. An example was the lenticular cloud formation in great combinations being actually alto cumulus clouds blown into that form by powerful winds aloft accompanying a low pressure system. My approach would be to paddle with such harbingers only in protected waters where I could easily get ashore. It's nice to imagine that you can handle what might come but it's not nice to find out you can't!

Navigation where I'd be paddling has to be done without the help of a compass, because I'd be so close to the magnetic pole that a

compass would not give me reliable readings. In the Pond Inlet area the daily magnetic variation is 26 minutes, and deviation ranges between 65 and 70 degrees. There are also numerous iron ore deposits, mountains of them. One I saw had so much iron ore in the rock that it looked like rusty scrap iron.

Contemplation of this made me realize that I would be confronted with very confusing factors when it came to navigation. For as the compass needle spins uselessly the sun just keeps on going around the horizon day after day, never really setting. What would the sun tell me about where I was? Or what time it was?

After days of feeling helpless in the face of this problem, I raided my local library for books on solar navigation in the arctic, and purchased two books by David Burch specifically about emergency navigation and kayaks. In these I came on the fact that the sun's circuit of 360 degrees divided by 24 meant that the sun would advance around the horizon 15 degrees each hour. Well, I now felt better.

After creating a compass rose divided into 15 degree segments, starting at zero degrees at midnite, progressing 90 degrees to 6 a.m., which is east, 180 degrees to noon, etc. on to 270 degrees for west, and then accomodating for daylight savings time, I thought I was set. But then I thought, how do I know whether it's 6 a.m. or 6 p.m. with no night? I'd not do very well getting back to Pond Inlet to meet my flight home! I had visions of being hopelessly lost in time and space with the sun going round and round, not knowing the time of day nor the date itself.

The solution that came to me was to wear a 24 hour watch which also showed the day's date. It's okay to be dumb, but I have my limits and I didn't think that this confusion would be an acceptable excuse at work as to why I returned several days late, especially as I am paid to do scientific research. A certain shadow of a doubt as to my competence might be

cast.

My choice of the Klepper Aerius I Expedition kayak was based on several features of this kayak. It is easiest to ship by air as it fits into a couple of bicycle boxes which are quite sturdy and conform to baggage size requirements. The shipping to the arctic, once I'd cleared the boat into Canada as mentioned in Part 1, was more costly than flying myself there. It cost me over \$500 to ship 140 pounds to Pond Inlet. I recalled John Dowd's comment at a symposium that you could ship a Klepper anywhere in the world by air, but cannot count on doing so with a fiberglass craft.

Further comments on the shipping are that it's best to have the airline handle and store the shipment, each container should be labelled with your name, address and date of arrival, and marked, "Hold for Arrival". It's wise to have a separate waybill for each container, when one becomes lost the airline will recover it for you, something a local freight forwarder might not be much interested in doing.

The Klepper is also tough, roomy and the most seaworthy kayak I've had experience with. It can be repaired in arctic cold, something that is difficult, if not impossible, to do with a plastic boat hull. A large barn door rudder gives good control in almost any conditions you can still paddle in, and with the sponsons well inflated, the load evenly distributed and the hull nicely waxed, the boat moves nicely through the water. Sluggish paddling performance attributed to the Klepper by some is almost certainly due to slack sponson inflation and a non-waxed hull surface. When I sailed, which I did when conditions were suitable, I carefully watched for erratic wind gusts and was able to release the sail quickly if need be, as it was designed to swing completely around the mast if the sheet was let go.

Moving the kayak over the ice is best done on a small sled because this gives you better control

over its progress than simply dragging the kayak itself over the ice. Would you believe the eskimo invented this method just about the same time they invented the harpoon? The runners are shoed with teflon, the Inuit use this modern hi-tech plastic now exclusively because it slides and wears so well. This year I saw only very sloppy ice but for next year I am bringing along an easily transported (on the rear deck of the kayak) sled in case I do get amongst larger ice floes.

Many experienced paddlers are unaware of the way very cold water can suddenly drown even a properly attired (in a dry suit) paddler. A physiological reflex of gulping water into the lungs can be initiated by the sudden immersion of the head into frigid water, when the water contacts the vagus nerve. And control of this involuntary response decreases with age too. Neoprene hoods are worn to lessen this cold water shock to the head. I find it hard to believe that there are kayakers who refuse to wear either a wet suit or a dry suit when paddling in arctic waters. I

used a dry suit which I had found to be very comfortable and unobtrusive, durable and tough, during my normal winter paddling. On warm calm days the front entry diagonal zipper could be opened for ventilation. Under my dry suit a few layers of lightweight thermax and a wool sweater were comfortable.

For my camping my choice of tent was the Gerry Mountain Tent, which is an above-the-timberline design with a double entrance, semi-free standing, and weighing about eight pounds. But this coming year I plan to use a Chouinard Mega-mid tent which has a pole only in the center, has no floor, and is pyramidal in shape. The Inuit much prefer a tent with no floor because if a polar bear should come in it's nice to go out another way. I plan to add some pockets to the bottom edges to hold some ballast. The tent weighs only 2-1/2 pounds, is easy to repair, adapts to other uses and, most important, can be pitched almost instantly. And for camping on ice floes, I'll have some ice screws along.

Around the perimeter of the

tent I'll want to setup a trip wire to activate explosive flares to ward off those large white hungry visitors. I have not yet figured out how this is set up, it is mentioned in "Kingdom of the White Bear" by Hugh Miles and Mike Salisbury as being a very effective polar bear deterrent. On my recent trip I relied on being with ten other people as a deterrent, large numbers of people are known to deter inquisitive Alaskan brown bears and I hoped it would apply to any polar bears we might encounter. And we were in an area less frequented by them because the ice on which they ordinarily travel was out.

It's not at all wise to just sleep out in the open in good weather because you look just like a seal to a polar bear. In case a disaster befell my tent I had a non-rigid Gore-tex bivi which was designed to allow use of my arms for cooking but also had a mosquito netting faceguard. I had tested this on many frosty nights at home and found it excellent and easy to get into and out of.

(To Be Continued).

This better map of Baffin Island might help to get Gail's trip locale in mind.

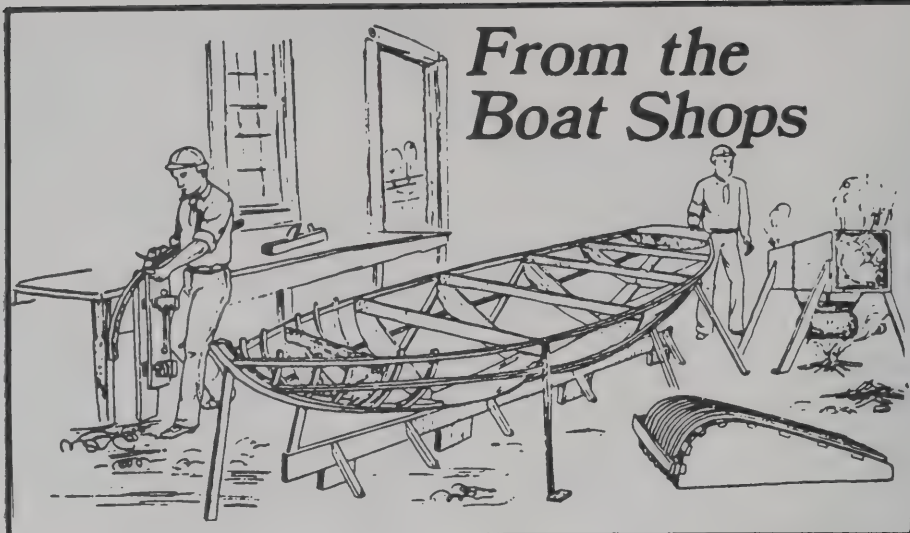


DAVID MONTGOMERY'S NEW SHOP & PROJECT

Third generation boatbuilder, David Montgomery, of Gloucester, Massachusetts, has constructed a brand new two-story 38'x24' shop and living quarters at his boatyard on the Annisquam River in Gloucester. Last winter, heavy snow cover collapsed a portion of the existing boatshed, built by David's father Herb in 1948, and this gave David the opportunity to "rebuild" to his liking a portion of a building that had seen no maintenance attention since it was new.

David recently acquired ownership of the yard from his father, who has retired from the business at 80 years of age. Herb's father Nicholas founded the yard at its present location before World War I. David has leased out the boat hauling, storage and repair facilities, including the undamaged portion of the original building, so he can concentrate solely on boatbuilding.

David's current project is a 30' John Alden gaff rigged auxiliary yawl, designed in 1921 by Fenwick Williams, then an employee at Alden's. On our October 1st visit, the hull was planked up and much



of the interior work had been done. All the latter is being done in very fancy exotic woods with fancy joinerwork. David works alone on his building, and anticipates launching of this latest boat in time for the 1990 summer sailing season.

Montgomery Boat Yard is on Ferry St, just off Washington St.

behind the Mary Alley Hospital, in Gloucester, MA 01930, (508) 281-6524. David welcomes visitors seriously interested in having classic wooden boats built. He still builds an Annisquam Fish catboat or two yearly, a design of his grandfather's first built right after World War I, using the original concrete building mold.



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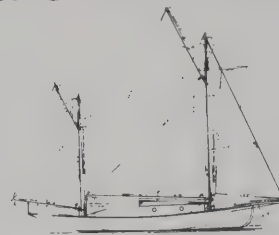
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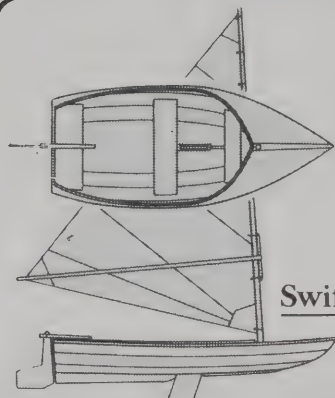
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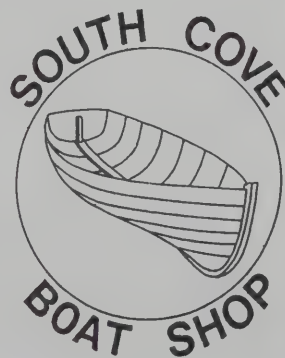
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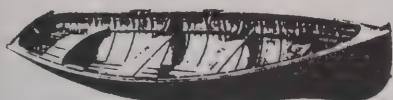


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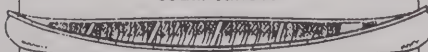
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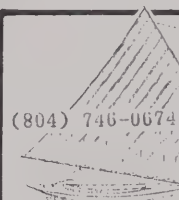
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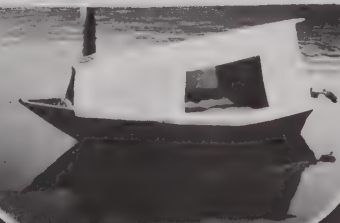
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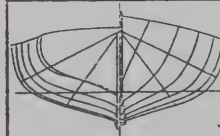
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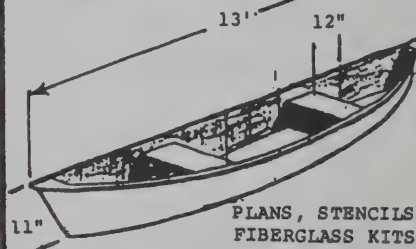
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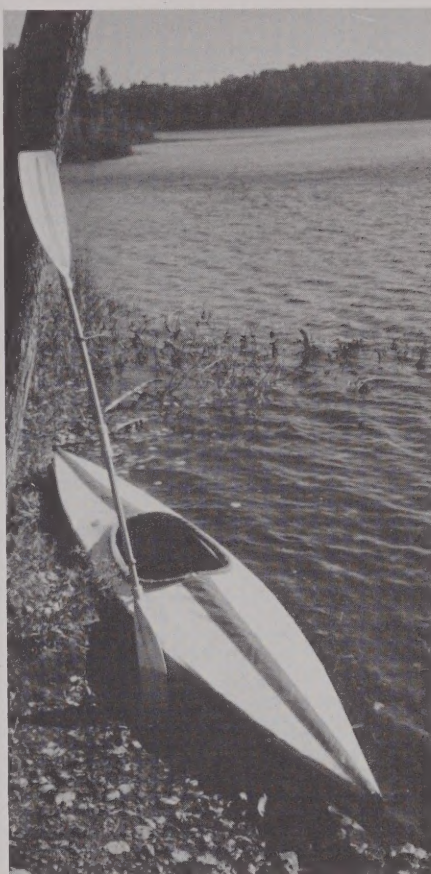
A rather unique collapsible kayak came my way this fall, not a Klepper or Nautiraid or Feathercraft or Folbot, but an "Ally Pak Yak". It's not well known because the folks who distribute the Ally Pak Canoe in this country do not bring in the kayak yet. The one I acquired is several years old, but little used, a sort of test prototype.

The Norwegian built craft is quite different in concept than the other collapsible kayaks in that it's a basket of aluminum "sticks" braced with welded up aluminum frames, all very light, giving the 16' boat a weight of about 35 pounds ready to go, including paddle, seat, etc. And it all comes apart into a package that fits on ONE back if it must be back packed, or carried on a plane or in a car trunk.

It's the usual bit of a trick to put it together first time, the longitudinal stringers are tubular sections shock corded together, each is placed lengthwise inside the tough vinyl hull after an etha-foam full-length bottom pad is inserted. The ends of each stringer fit onto stem pieces. Then a series of aluminum frames is inserted into places located by nylon clips into which they snap. To assist in the "snapping", a heavy rubber mallet is provided, for it gets tougher to snap each frame into place as more are in place and the hull tightens up. The final pieces are the cockpit rim pieces. Then the huge nylon zippers that run full length from cockpit to each end are zipped

The Ally Pak Yak

Report & Photos by Bob Hicks



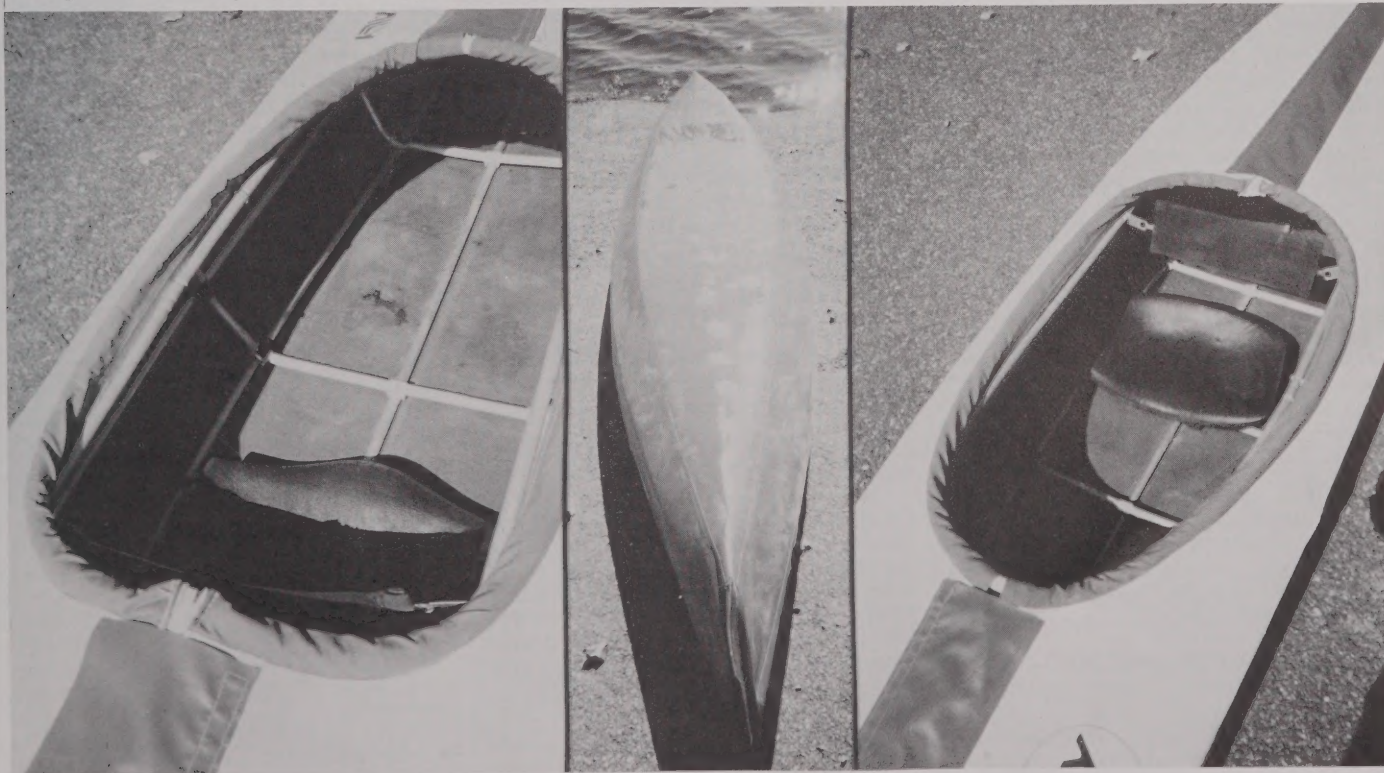
up, and their covering velcro flaps are secured and the boat is almost ready. The seat and backrest are then snapped into place and off you go.

The "Pak Yak" paddles very nicely, the 26" beam and broad shallow curve of the bottom cross section provide good stability, and fore and aft rocker is sufficient to allow ease of maneuverability. The seat is a comfortable formed plastic pan and I found the setup just right for my 6', 170 pounds. No footbraces are fitted but a cross frame was located just right for me.

The cockpit rim is the weak point in this kayak. It does not provide an edge over which to fit a spray skirt. Instead a plastic flexible tube is slid into a sleeve around the cockpit rim making a neat but soft and flexible rim. I've pondered just how to modify this to allow fitting a spray skirt and think it needs another simple sub-frame of aluminum tubing made up.

Well, I don't need a collapsible kayak, so I don't plan on keeping this one. It's a very nice boat for anyone who has space limitations for storage of a 16' boat, or who has plans for travel by air or in a small car to far away paddling places. If this is you, my price is right, at \$495, no other collapsible solo kayak can be found for even twice that, more like four or five times is typical. If this interests you, contact me at (508) 774-0906, around 6 p.m. is best time to find me near a phone.

From the left: Interior framework structure and soft cockpit rim; double chine hull, skin stretches very tightly in place; seat and backrest clipped into place.



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OLD TOWN CANOE FLEET. 18 Old Town wood/canvas canoes, circa 1910 to 1930, from century-old canoe livery. All have been stored for 20 to 25 years. There are twelve 17' and six 16' Otca models. Some need only cleaning and painting to be useable, some need minor work, some need new canvas. All are ideal for restoration. Prices vary according to size and condition.

MIKE HUSTON, Philadelphia, PA, (215) 342-8705 eves. only. (18)



17' GREENLAND STYLE SEA KAY-AK, hand-built mahogany ply, 38 pounds. Deck rigging, spray skirt, sea sock. Very seaworthy and fast. \$850 or best offer.

ART ALLEN, Gloucester, MA, (508) 283-8316. (16)

14' BROCKWAY, 1988. With 15hp Evinrude 1982, console with bronze spoked wheel, throttle and shift controls. Includes trailer and oars. Asking \$1600. Owner looking for 18'-21' wooden inboard launch type, preferably diesel powered.

MICHAEL SHERWOOD, Old Lyme, CT, (203) 434-0162 eves. (16)

END OF SEASON BARGAIN SALE! 13' Culler Butternut double-ended canoe, cedar on oak with mast and small sail. Reduced from \$600 to \$350! 14' Adirondack Guideboat, fiberglass, customized by Indian Point Guideboat Co. Perfect condition. Reduced from \$995 to \$500!

STAN STOKOWSKI, 414 Queen St., Philadelphia, PA 19147, (215) 465-4778. (16)

BACK ISSUES. "Wooden Boat", "Small Boat Journal", "Boatbuilder", "Messing About in Boats". Reasonable prices. Also Maine atlas. SASE for lists.

OWEN CECIL, Box 584, Manistee, MI 49660. (16)

BOATING GEAR. Canoeing dry bags, unusual collector Old Town paddle, Neptune OB, more. SASE for lists.

OWEN CECIL, P.O. Box 584, Manistee, MI 49660. (16)

25' AMPHIBI-CON SAILBOAT, 1957. Made in Denmark, cedar planked. \$2,995.

CHARLES MAHALA, Youngstown, NY, (76) 745-3290. (20p)

15-1/2' COAST GUARD DORY, as described in Gardner's "Dory Book". Has drop-shaft box and drop-shaft and universal gear.

JOHN BEIRNE, Ipswich, MA, (508) 356-7485. (16)

THREE NICE SMALL BOATS. 17' Staten Island Skiff, Pete Culler design, with oars and spritsail rig. \$750. 12' Good Little Skiff, Pete Culler design, with oars and spritsail rig. \$750. Adirondack Guideboat, strip planked. \$1,000.

ALAN PRESTON, Tiverton, RI, (401) 624-6175. (17)

16' COMET classic one-design sloop, built 1950 by Morehouse. A sound, handsome, lightly-built boat. Cedar decks finished bright. Modern dacron sails plus original canvas suit. With trailer. Located near Lake George. \$1,300.

TOM AKSTENS, Bakers Mills, NY, (518) 251-2217. (16)

WANTED. Rowing equipment, any kind that you'd be willing to donate or sell cheap to the Sebago Canoe Club for its rowing program. A Grumman rowing rig for the Club's aluminum canoes would be ideal. Any oars, sliding seat rigs, recreational shells, would be welcome. The Club's rowing budget is slim, but we can repair or adapt equipment.

DICK SPRINGER, Brooklyn, NY, (718) 996-8461. (16)

KEY LARGO COTTAGE, studio type, sunny, warm, enjoy waterfront, tropical foliage. Rent includes 16' daysailer and windsurfer. \$365 per week.

SHOAL WATER CRUISES, Key Largo, FL, (305) 451-0083. (TF)

25' HERRESHOFF SLOOP, centerboarder, ca. 1930. Fast, maneuverable, elegant daysailer. Completely restored in 1980's. New sails. \$9,995.

LYNN FORBES, W. Falmouth, MA, (508) 540-3573. (16)

5HP REDWING ONE LUNGER make and break engine, in good shape, with muffler, prop and shaft. \$250 firm.

JOHN BEIRNE, Ipswich, MA, (508) 356-7485. (16)

DRYSUIT, Marker Dry Fashion Avilastic rear-entry with heavy duty metal zip. Lt. gray and lt. blue, size M. New condition, never used. NWRS, retail \$364, sell for \$220.

MYLON II Zip Booties, Northwest River Supplies. Navy/royal, size 8-10. New, \$22. Go-Sport wetsock, 8-9, also new in package, Nil, \$12.

F. JONES, North Haven, CT, (203) 239-5066. (15)

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THE INDIAN POINT GUIDEBOAT COMPANY, 732 Midland Ave., Midland, PA 15052, (412) 643-5457.

WANTED. "WOODEN BOAT" magazine back issues, bound volumes, complete set or portions thereof.

GUS HEDDEN, Deep River, CT, (203) 767-9134. (16)

MYSTIC SEAPORT SURPLUS BOAT SALE. Some good winter projects which could be sailing by spring. Catboat: "Baclaju", Shiverick built 1922. 17'x6'9". Needs restoration. Reasonable offers considered. Unreasonable ones as well. Sharpies: Two 16' W.B. models and two round stern 18' models from John Gardner's "Shag" lines in "Building Small Craft", Volume 1. The boats are in various stages of completion. One 16' sharpie needs mast steps, centerboard, rudder and spars. The other needs above plus coaming. Both have sails made in sailmaking class. \$3,000 for #1, \$2,800 for #2. The 18' "Shags" are hulls only, \$2,000 each or make offers. 15' Rushton Arkansas Traveler canoe; a number of checks in fastenings will make this a challenging restoration project, but one for a boat which will be worth some \$4,000 on the Rushton market, and be a paddling machine. \$1,500 or offer. 14' Rangeley Lake boat. The first one of the series we built in 1978. Well used, then refinished by our shipyard. Ready to row. \$1,200. If you wish to look at these craft or discuss other projects like a Monomoy surfboat, call Ben Fuller, Mystic Seaport Museum, Mystic, CT, (203) 572-0711, ext. 314. (15)

25' BOLGER BLACK SKIMMER, the ultimate gunkholer, professionally maintained and in superb condition. Inside storage paid. Over \$20k invested. Marine mahogany/west system. FG bottom and cockpit. Painted 1988. Many custom touches. \$9,500 o.b.o. (less w/o 1987 8hp Johnson). Includes custom trailer.

STAN GRAYSON, Marblehead, MA, (617) 639-0597. (15)

COLLECTOR'S ITEM. "Woodenboat" Vol. 1, #1 in excellent condition. For sale at \$25 or trade for a boating book or two, or something interesting.

JOHN CHANDLER, Hamilton, MA, (508) 468-2872. (15)

23' CROCKER STONEHORSE classic coastal cruising full keel design, cutter rigged, cedar on oak. Flush deck design has small cabin house added over hatch. Needs repair of deadwood around propeller shaft, seams recaulked, inboard engine overhauled, overall refinishing of hull, cockpit and deck. Full interior in good shape with all gear, cushions, etc. Excellent spars and rigging. On storage trailer that can be towed on highway local distances. If you have place to work on it, it can be ready for summer of '90 sailing. Last sailed in summer of '87. \$1,500 firm going into winter price to someone who really wants a genuine Stonehorse. BOB HICKS, Wenham, MA, (508) 774-0906 aft. 6 pm best. (15)

SEA KAYAKS & GEAR. McNulty Sea Hunter, Greenland style 18' long, fiberglass, watertight bulkheads fore and aft, access through VCP hatches. Well rigged with deck lines. \$700. Hydra Sea Runner, 17', plastic, outfitted with rear deck hatch, includes new CKS spray-skirt. \$550. Wildwater PFD, brand new, large size, five pockets for carrying compass, flares, camera, etc. Perfect for sea kayaks or small craft. Made in England. \$50. DOUG STEPHENS, Arlington, MA, (617) 439-4394 days, (617) 648-1108 eves. (15p)

CANOE CLEARANCE SALE. 16' Old Town sponson canoe with sails and sailing gear in good restored condition, \$1,400. 17' decked canoe, builder unknown, probably from Charles River area. Has been fiberglassed (clear). Varnish is good. Needs a few ribs, one rail and recovering, \$375. 16' Canadian built canoe needing about ten ribs and recovering, etc., \$150. 16' Old Town sponson canoe, tips of rails and decks rotted, needs recovering and finish work, \$200. 12' Pen Yan cartop boat needs recovering and minor woodwork, \$275. 17' Old Town Charles River model, ca. 1916, needs recovering, refinishing, seven or eight ribs, thwart and seat, a nice canoe, \$375. 15' Skohegan Pathfinder fishing motorboat I can't find time to restore, needs quite a few ribs, recovering, refinishing, etc., \$150. 17' Kennebec canoe needs several ribs, recovering and refinishing, \$150. 15' Sebago Lake boat, looks rough but needs only rails, deck, minor woodwork, sanding and painting. Needs saving soon, \$50. KEVIN MARTIN, Epping, NH, (603) 679-5153. (15)

CANOE PARTS & MATERIALS. New lug sail rig for canoe, 35 sq ft. cotton with battens, \$400. Various canoe parts, and canvas left over from jobs. Also some 3" thick basswood carving blocks, 6"x12", 6"x9", etc. Make an offer. KEVIN MARTIN, Epping, NH, (603) 679-5153. (15)

17' SIREN SAILBOAT, 1978. Lady Bea tilt trailer, 4hp Seagull outboard. Fiberglass hull, mahogany trim. This boat is a great daysailer/weekender that can sleep two adults and two children in a secure cabin. This past season she sailed on Rhode Island Sound off Point Judith and Narragansett Pier, on Narragansett Bay off Conanicut Island, in the ocean off Salem, as well as two weeks in and around Northeast Harbor, ME. 185 pound swing steel keel. Roller furling 160 genoa jib with whisker pole. Running lights, cabin light and deep cycle marine battery. All exterior wood replaced or refinished, plus hull, decks and cabin cleaned and waxed for this past season. Trailer has new springs, hubs, wheels, tires, lights, heavy duty winch, tongue jack, as well as several new rollers. Red hull with white decks and complete set of blue cushions for all four berths and the cockpit. Anchor, dock lines, fenders and more. We now have another boat and wife says I WILL negotiate. \$3,200. FRED DARROW, 11 Flintlock Rd., Lexington, MA 02173, (617) 862-1410 eves, (508) 493-3935 days (Maynard). (15)

ESCAPE NEW ENGLAND WINTER! Sail beautiful, warm Florida Bay in our 25' and 34' leeboard sharpies. Nicely equipped, bareboat charters. Fabulous waters, secluded cruising. Cottage also available. KEY LARGO SHOAL WATER CRUISES, P.O. Box 1180, Key Largo, FL 33037, (305) 451-0083. (TF)

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18' AMF SLOOP, fiberglass daysailer. Centerboard, kick-up rudder, water ballast, furling jib. \$1,200. Winter storage included and private dock for 1990 season at very reasonable cost on Silver Bay in Toms River, NJ. Like new 4hp Suzuki O.B. with only 10 hours, \$450. FRED ZAPF, Toms River, NJ, (201) 270-4749. (15)

OLD BOAT PLANS. Copies from "Mechanix Illustrated", "Science & Mechanics", "Motorboating & Sailing", "Sports Afield Annuals". Hundreds. Catalog \$4. E.G. RAGSDALE, P.O. Box 48, Westlake, OR 97493, (503) 997-7818. (TF)

WANTED. SLIDING SEAT PULLING BOAT such as Alden single or double or other type. Prefer older boat needing work. LENNY LIPTON, 345 Main St. #7F, White Plains, NY 10601, (914) 949-2927. (16)

MIRROR DINGHY, British built, with trailer. Fair condition. \$600. SCOTT MC DOUGAL, Denver, CO, (303) 534-5175. (16)

DESPERATION SALE. Dovekie shallow draft trailerable sailboat. Asking \$6,500, no reasonable offer refused.

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BOATSHED DOOR HARDWARE. Four sections of 8' track, rollers, mounting brackets, etc. for two 8' doors. \$75.

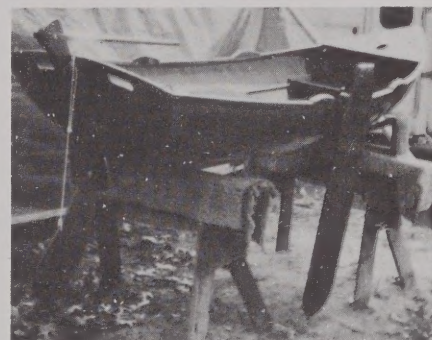
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21-1/2' DRASCOMBE DRIFTER, gunter rigged shoal draft F.G. yawl, 1979. In very good condition. 9.9 Johnson O.B. Sleeps two in cabin, two in cockpit. Asking \$7,500.

DAVE HINSMAN, 67 Algonquin Park Dr., Plattsburgh, NY 12901, (518) 561-7386. (TF)

WANTED. Information on steam launches in the northeast. Also looking for a hull (less than 24') for restoration or use as a mold.

TOM DOANE, 9 Farley Ave., Ipswich, MA 01938. (16)



10' PUFFIN DINGHY, cold molded, constant camber hull designed by John Marples. The panels were produced by Camber Craft of Portland, ME. Hull is western red cedar; transom, seats, rudder, leeboard and trim are mahogany. The rig is a 25 sq. ft. standing lug. \$1,200. BILL CLEMENTS, 18 Mt. Pleasant St., N. Billerica, MA 01862, (508) 663-3103. (15)

17' "NOOTKA" FIBERGLASS SEA KAYAK by Necky Kayaks. 25" beam. Has rudder, bulkheads, storage hatches and deck rigging. Very trustworthy boat with large cargo capacity. Handles well in rough seas. Very good condition. Current retail approx. \$1,500. Sacrifice for \$795.

GREGG PERRY, Dover, NH, (603) 749-1547. (15)

JERSEY SEA SKIFF WANTED, in good restorable condition. Would like to hear from anyone with information on this boat.

DR. ROBERT ROSS, 29 Hodges St., Mansfield, MA 02048, (508) 339-5639. (15)

12' OLD TOWN PACK CANOE, 35 pounds. As new, used twice, \$300. ROGER WILSON, Palo Alto, CA, (415) 493-8351. (15)



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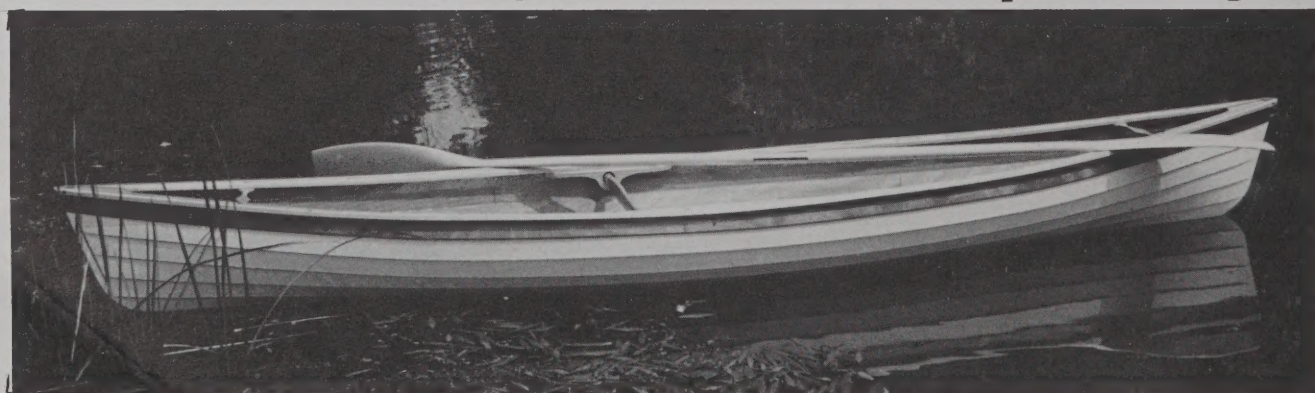
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